

Weather
Overcast, threatening. The maximum temperature yesterday was 52.5 and the minimum 48.3, the figures for the corresponding day last year being 56.3 and 32.3.

The China Press

報 陸 大

The Mail Box
MAILS for America and Europe, Hongkong, Apr. 15.
FOR Europe and way ports, Str. Cordillera, Apr. 13.
FROM America and Europe, Str. E. of Russia, 10.30 a.m. today.
FROM Europe and way ports, Str. Plassy, Apr. 13.

NO. 3277 VOL. XI. Registered at the Chinese P. O. in China. 壬戌年三月十三日 SHANGHAI, SUNDAY, APRIL 9, 1922 大正十一年四月九日 第三種郵便物認可 20 CENTS

TOKIO DENIES CHARGES OF AGGRESSION IN SIBERIA

Statement Brands Accusations As Baseless
HITS AT CHITA
Far Eastern Republic's Washington Envoy's "Checked Up"

(Eastern News Agency)
Tokio, April 8.—In view of various unscrupulous rumors, now afloat in Siberia and elsewhere, regarding the Japanese troops in Siberia, the Foreign Office today published the following statement:
Occasion was taken some little time ago to lay bare the falsity of calumnies crediting Japan with all sorts of invidious activity in Siberia. Subsequently it has come to the notice of this Office that some foreign newspapers were, on the authority of certain Russians, publishing outlandish and baseless reports purporting, as summarised below, to give the substance of a secret agreement between Japan and Russia and of other unpublished papers, and also to narrate the story of outrages perpetrated by the Japanese authorities against an American newspaper correspondent and American railway experts.
All these reports have on inquiry been found in each case to be entirely groundless, the so-called documentary papers proving to be pure fabrications, containing strings of unqualified falsehoods.
AUTHORS SCORED
The authors of these malicious fictions can gain nothing by giving them circulation except an advertisement to the world of their own knavery and unscrupulousness.
1. To take up the reports in question one by one, the delegation of the Chita Government, which was in Washington during the recent conference, says in one of them, that the alleged Russo-Japanese secret agreement was signed on June 8, 1921, between the Commander of the Grodzovskoy army on the Russian side and the Japanese military authorities on the other, and stipulates that Japan, after clearing the territory of the troops of the Far Eastern Republic by assisting Semenov, shall acquire preferential concessions in the Russian dominion of the Far East, especially providing further that Japan shall enjoy the supreme rights in this littoral and the Amur Provinces.
The "document" is of course a forgery, only astonishing for its bold inventiveness. The agreement was said to have been signed for Japan by Captain Arimoto and Lieutenant Higuchi, but it happens that no officers of such name and rank exist or have existed in the Japanese Army of expedition in Siberia.
Japan, jointly with other Allied Powers, extended help to Semenov when he and his force were the sole wall of defense against the Red Army then under the direction of German and Austrian officers.
When subsequently political disputes broke out between Semenov and his opponents, after Siberia was cleared of the Austro-German influence, Japan promptly stopped her assistance and has since then observed strict neutrality toward him.
SEMIENOV'S POLICY
Toward the close of May, 1921, Semenov was, in complete disregard of repeated friendly words of advice from the Japanese military authorities, on the point of leaving Port Arthur for Vladivostok, when the latter formally notified him that he must not expect any assistance or protection from them. Early in June Semenov arrived at Vladivostok, and the Japanese military authorities there informed him then, in the most clear and unmistakable terms that they were to extend to him absolutely no help. At the same time they issued instructions of similar import to the Japanese forces under them.
It will be seen that the Japanese military were taking all possible means to indicate that they could offer no assistance whatever to Semenov, about the time when the so-called secret agreement is alleged to have been

Soon To Wed



Miss Catherine Hughes, daughter of Secretary of State Hughes, soon to be married to Chauncey Lockhart Waddell, of New York. Miss Hughes is twenty-three years old and is a graduate of the National Cathedral School for Girls and Wellesley College. The groom-to-be is a Harvard graduate and served overseas during the war.

KOREAN WOMEN EXPRESS SORROW FOR W. J. SNYDER

Bereaved Husband Whose Wife Was Shot In Bund Tragedy Sails For Home

Mr. William J. Snyder whose pleasure tour around the world was tragically ended here when his wife was shot down by Korean fanatics attempting to assassinate Baron General Tanaka of Japan, is sailing for home today as a passenger on the Admiral Line steamer Wenatchee.
One of the touching final incidents of Mr. Snyder's stay here was brought about when a little group of Korean ladies, representatives of the Korean Women's Patriotic Society, went to the steamer last night to present to the bereaved husband their condolences. Their action follows a recent meeting of the Korean women's organization at which resolutions relating to Mr. Snyder's bereavement were adopted.
The Korean ladies presented to Mr. Snyder a framed piece of white silk upon which was exquisitely embroidered in black lettering the following sentiment:
In Memory Of
Otsu Grace Snyder
Who Is Mourned By
The Korean Women's Patriotic Society.
This was accompanied by a letter from the Korean organization which was presented to Mr. Snyder by its president, Mrs. Stella S. Kimm. The letter was as follows:
"Dear sir: I am desired by the Korean Women's Patriotic Society to transmit to you the following resolution which has been adopted at a meeting of the Society.
"The Korean Women's Patriotic Society most deeply regret the death of Otsu Grace Snyder, nee Scott, wife of William John Snyder of Brazil, Indiana, U. S. A. who was accidentally killed on March 28, 1922, at Shanghai, by a Korean who, because his people have always looked to America and the American people for inspiration and sympathy and goodwill, could have had no malice toward her nor evil intent.
"I am also to beg you to accept the accompanying piece of silk hastily embroidered by a member of the Society further to show the sorrow and bereavement of the women of Korea at the tragic death of your beloved wife."
Mr. W. S. Fleming Expected To Arrive By Empress Today
It is understood that Mr. W. S. Fleming of the law firm of Fleming, Davies and Bryan, is among the passengers on the a.s. Empress of Russia arriving today. The tender is expected to reach the Customs Jetty at 10:30 a.m.

RAVENOUS WAR LORDS FORCE OPIUM ON FARMERS

Shensi Official Orders Planting, Fines Planters
IS ONLY WAY OUT
Penalties Collected Go To Pockets Of War Lords

(China Press Correspondence)
Pinchow, April 1.—The opium situation in this district, which also represents what is true in the greater part of the province, has never been worse. Demands for money from the people by the militarists, which has a mouth but no bottom, have been so frequent that the poor man actually has had to force opium planting as a cloak to make the demands not seem so much like direct robbery.
He has personally addressed the people in all important sections of his district and has demanded that they plant opium so he could levy fines in order to obtain money.
Ten dollars is the penalty for planting a single "mu" of opium, and a definite number of "mu" is apportioned to each farmer according to the amount of farmland he owns.
These last days a third of the money has been pressed out of every farmer and that long before the opium is even planted.

AIM TO LIST ALL FLYING SERVICE MEN IN COUNTRY

Movement Put Under Way At Airmen's Banquet Last Night

A movement to register all ex-fliers of the Allied armies now in Shanghai was initiated last night at the second annual reunion dinner of the British Royal Air Service, at the Shanghai Club. Thirty war fliers were present, including guests from the French and American air services. The spirit of the gathering was epitomised in the toast by Major W. R. McHain, chairman, to the flying service. Songs of fighting days were resung, and a silent toast offered to the memory of "Our Fallen Comrades."
To keep alive the fraternity of the air, which once meant so much to the Allied victory, Mr. V. Holland proposed that a British Flying Service Association be formed in Shanghai. The resolution was signed by all R. N. A. F. R. F. C. and R. A. F. fliers present. It was further decided to hold a committee meeting shortly, to which French, American and Italian ex-fliers will be invited to send representatives for the purpose of effecting an international association of war pilots and observers.
Such an association could be made a medium for keeping ex-pilots in touch with flying developments, and would prove useful in event of an emergency in China.
Mr. S. R. Kerr, secretary of the newly-formed British Flying Service Association, said affiliation will be made with the United Services and other Allied organizations, and a sincere attempt made to promote in Shanghai and elsewhere of interest, and the comradeship of war days. One of the functions of the association will be to recognize by wreaths and other tribute the memory of ex-fliers. Several old pilots and gunners have died recently without such organized recognition from the flying services.
MAJOR McHAIN SPEAKS
Major McHain's toast to the Royal Air Service followed:
"With most of us the memory picture of the great war has already lost much of its scorching vividness in our forgetting minds, and we are conscious only of the shadow of its reality, whilst it is fortunate that this should be so, that our minds can thus learn to forget the raw details of that period of world misery. It is essential that we do not also lose the memory of those grim and fearless achievements which forged link after link in the chain of victory.
"It is perhaps not out of place to give a brief resume of the

New Postal Chief



Dr. Hubert Work, First Assistant Postmaster-General, in President Harding's Cabinet, who succeeded Will H. Hays as Postmaster-General, smiles broadly at his work. Dr. Work began his career as a practicing physician at Pueblo, Colo., and served as a Major in the Medical Corps of the army during the war.

TERRIBLE PICTURE OF HUNAN FAMINE GIVEN IN LETTERS

Immediate Funds Needed To Relieve Starving Millions; Ask Aid Here

Bodies, stripped naked of clothes and flesh alike, in sombre piles of tens and scores along the roadsides. Men, women and children feebly gasping for breath after days on end of complete starvation. Others wrecked by dysentery after having succumbed to the tortured cries of empty stomachs and gorged themselves on white clay. Girls given away into slavery, moral or physical, on the mere promise that they will be furnished sufficient food to keep them alive. Boys, the price of China, selling at twenty to thirty cents each.
These are eye-witness reports of conditions now in West Hunan. They come to Shanghai in letters written from the Augustinian missions in the field to members of the order here. Photographs, too horrifying to permit of reproduction in a newspaper, attest their veracity.
"The continuous sight of men, women and children falling on all sides is growing almost too dreadful to bear," writes one of the Augustinian fathers. "This is indeed a district of desolation. The Chinese Benevolent Society is trying to help, but they have found that it is impossible to help all, and they have therefore decided to help the young first. Older men and women are left to their own resources. Then there can be but one end—death in its most terrifying form. Daily, we see corpses, ghastly to the extreme, with gaunt bones bursting through tattered skin.
"There is so little we can do. And time is pressing. Another two months will see conditions ten times more terrifying than those we are facing now. I have no other recourse than to apply to the kind-hearted men and women of China. I can see some hope of help here, but it would be almost useless to apply to those far away, for the funds would not reach us in time."
The Augustinians maintain missions at Yuanchow, Chenki, Mayang, Louki, Fenghuang, and Kuchang, and through them serve the thousands afflicted by the dread famine. These missions are shortly to be taken over by the fathers of the Passionist order, who are now in Hunan studying Chinese and preparing themselves for a life work.
The territory directly affected by the famine, it is estimated, stretches over 500 li. There are 24,000,000 people in Hunan, one-fifth of whom, it is estimated, are suffering as a result of the drought which destroyed last year's crops. No hope of relief is in sight until the new crops begin to come in in July.
Immediate aid is necessary if any effective relief is to be given. The Augustinian fathers on the scene will see to the distribution of their sole, need now is funds. They ask that money for famine relief in this district be sent to the Augustinian house here, 10 Yankeetsoo Road, whence it will be promptly forwarded and applied both to immediate relief of the most dire cases and payment of famine labor.

AERO CRASH DUE TO COOLIE HEAD ON NECK OF GENERAL

Swaggering, Undisciplined Officer Flaunted Rules
CASE IS TYPICAL
Pilot Proves Hero In Face Of Fearful Handicap

BY JOSEPH W. HALL
Staff Correspondent of the CHINA PRESS

Peking, April 6.—The gruesome accident at Paoingfu, the capital of Chihli province seventy-five miles south of Peking, in which fifteen passengers and a mechanic were burned to death in a Handley-Page machine and the heroic pilot fatally injured, brings up the question of military aviation in China. Some three years ago, an aeronautical department was established at Peking by the Chinese Government, with a training school under Colonel F. B. Holt who was lent by the British Air Service, and a staff of foreign instructors of the highest type.
In harmony with the policy of arms embargo imposed upon China by the powers, the British Legation insisted that all Chinese Government Contracts with British aeroplane manufacturers bear the express stipulation that machines supplied be used for commercial purposes only and in no manner for military purposes. Although some of the planes supplied under these contracts have been stolen by Chinese warlords in defiance of this stipulation, the vigorous protests and continuous vigilance of Legation officials and manufacturers' Agents have on the whole prevented the diversion of this material to the military uses of rival chieftains.

GUARDIAN OF CONFUCIAN SHRINE IS 'ALL FED-UP'

By Elsie McCormick

Taiwanfu, April 6.—Duke Kung of Chufu gave us an interview today.
We were decidedly flattered, because it was the first interview that the seventy-second generation descendant of Confucius had ever granted to a foreigner. We had heard in Taiwan that the duke himself surrounded himself with all the state of ancient China and that seeing its head would be as difficult as gaining access to an Emperor. While bumping over the roads in the Peking cart which took us to Chufu we wondered what we would say to the Duke even if we did see him. The message of Confucius to the present day seemed a safe topic, so did a few remarks on the sacredness of Shantung to the Chinese and a question or two about the effect of the Four Power Treaty on the province.
Through the good offices of Reverend W. P. Wang, scholar, Methodist Episcopal pastor, and close friend of the Kung family, we were admitted both to the presence of the Duke himself. The possessor of one of the few hereditary titles in China was dressed simply in a dark blue padded robe with a black silk jacket, his rank being indicated only by a large pearl set in his skull-cap. Though he appeared to be friendly and amiably disposed to us, we didn't interview him on any of the topics which we had considered.
Duke Kung, it happens, is two years old.
His uncle, Kung Ling-shu, guardian of the temple and tomb during the minority of the titled infant, invited us to tea in the lower hall of the great Confucian library—a hall empty except for a costly silver incense burner and two great vases, all three of which were presented to the temple by a Japanese official of Taingtau.
HOW CAN HE DO IT?
Kung Ling-shu was not particularly concerned, it turned out, with the reconciliation of the Confucian message with the spirit of modern times. He is much more absorbed in the pressing problem of keeping one of the most extensive temples in China going on the inadequate support granted by the Republic. Being dual regent and keeper of the relics is by no means the happiest position in the world. Mr. Kung Ling-shu assured us; in fact, he even told us in emphatic terms that he is about to go on strike.
"I have tried to keep the temple clean," the descendant of Confucius said, "I have endeavored to keep the tomb of my ancestor and those of other generations in the dignified condition that they should be kept. But how can I do it on

Dog Actors Pay Their Income Tax



FROM Dogville, in the land of Yip, came these canine actors to the Collector of Internal Revenue in New York to pay taxes on their incomes. Each week payday comes around for these dog actors, who are members of the troupe of Miss Olga Lipinski. In a Greenwich Village bank each of the canine stars has a bank account, says Miss Lipinski, who is their trainer. Here they are shown shelling out shekels to help pay America's war debt.

BRITISH HEIR ENDS VISIT AT HONGKONG; OFF TO JAPAN

Chinese "Party" Most Successful Of Functions
SEES FINE PLAY
Chooses His Own Partners At Dance Given By Community

(Reuters' Pacific Service)
Hongkong, April 8.—H. M. S. Durban leading the Renown, and followed and accompanied by the Japanese naval escort, is steaming out of the harbor for Japan amidst salutes and cheering.

(Reuters' Pacific Service)
Hongkong, April 8.—Possibly the most successful of all the functions attended by the Prince of Wales here was a Chinese banquet and play at the Tai Ping Theatre last night. Only a few foreigners were present.

The Prince, who quickly acquired deftness in the manipulation of chopsticks, partook heartily of the choice repast and conversed animatedly with the two Chinese gentlemen on his right and left, the Hon. Mr. Chow Shon-sun and the Hon. Mr. Lau Chu-pak, respectively, who explained to him the play as it progressed.
It was a Chinese musical drama entitled "The Maid of the Hills," written for the occasion by Mr. H. K. Kotewall, a well-known local Chinese litterateur. The theme deals with a young King who went about for years seeking for a suitable bride who had to have all the womanly virtues besides beauty. Travelling incognito, he happens upon a girl washing clothes at a brook and finds in her his ideal and they ultimately wed. The Prince followed the play—which was enacted by men only—with great interest.
His Royal Highness enjoyed thoroughly the dance given later by the Hongkong community. The Prince chose his own partners, who were the following, in the order named: Lady Stubbs, Miss Darby (the daughter of a well-known Borneo merchant) twice; Miss Logan (daughter of Mr. William Logan, a local broker) twice; Mrs. Shelton (wife of a local solicitor) twice, and Miss Eileen Stubbings (daughter of Mrs. Stubbings, a teacher at Queen's College). The Prince seemed to enjoy most the eight-some reel.

(Reuters' Service)
London, April 8.—In connection with the Prince of Wales's visit to Hongkong the Times reverts to the situation in China and comments that amid all the instability it is remarkable that China gives unfailing evidence of a curious fundamental stability. There is in the people, it says, some powerful instinct of permanence that defies fret of the present political day. The fact that there are a number of rival and changing Governments who cannot be practically regarded as truly representative of China makes it all the more important that British sympathy for the country and people should be expressed in alert and sensitive appreciation of every phase of her development. The fundamental British interest in China is that China should be free to manifest her own indissoluble unity and be able freely to develop her own rich resources. There is no reason why we should regret China because the cares of Europe weigh heavily on us, the paper declares.
The Times expresses gratification that British trade in China has gradually begun to improve. The opinion is expressed that it would improve faster if attention here were concentrated afresh on the new and extremely interesting problems which China presents. It disclaims Britain's desire to engage exclusive ambition but affirms that she stands resolutely for the principle of the open door in China and the enlisting in all dealings of friendly co-operation with the Chinese people. The paper refers to the King's reply to the Sino-British Association's congratulatory telegram, wherein His Majesty hopes for a beneficial effect from the Prince's visit to Hongkong on Sino-British commercial relations. In conclusion, the Times expresses the hope that the occasion will be the new starting point.

Correspondence

TRAMS AND TRAFFIC

Editor: THE CHINA PRESS.

Sir: The public probably do not know much about the report on Shanghai Traffic matters recently made by a Mr. J. B. Hamilton, O. B. R. Commercial Manager of the City of Leeds, England. It is to be found on page 217A, Municipal report for 1921, Part I.

I know nothing about Leeds and am ready to admit that Mr. Hamilton is probably an authority on that town and its commercial management, whatever that may mean.

I wish to query, however, any claim that is put forward regarding this gentleman as an authority on Shanghai traffic matters.

He recommends a circular loop at the Bund near Canton Road. This seems to me an absurdity and will make for confusion and endless trouble.

The reason given for this quick remedy is to "obviate the uncoupling of trailers" opposite the Shanghai Club.

Anyone who watches the tramway company's methods over this performance will perceive that instead of having a permanent squad of five or six husky coolies stationed at this point to give the cars a quick turn-about, the operation is left to the drivers and conductors, who have had enough work on their cars as it is. Consequently, there is a slow and laborious turn-about and the delay is entirely due to the Tram Co.'s policy of not paying a special squad of men to attend promptly to this duty.

Because of this, the Bund is to be torn up and a horrifying loop laid at Canton Road which will be a nuisance and an additional danger and obstruction to traffic.

The next absurdity that strikes me is this: "I consider that generally the requirements of passenger and freight transport in the Settlement can, in the future, best be provided for on the narrower roads by a form of traction less rigid than trams."

"I recommend that the sanction to use trailers on all proposed railless routes be granted wherever traffic density indicates the necessity."

It is all very sonorous and very solemn, a solemn and sonorous absurdity so far as the public convenience and welfare is concerned.

Railless cars are actually recommended, 1. along Kiangse Road from the Avenue Edward to Peking Road, as if that road is not busy enough already without being blocked up with huge, unwieldy cars and trailers; 2. Szechuen Road, narrow and congested as it now is, is to be made still more so with these cars.

With the new bridge, Szechuen Road will be an avenue for a large traffic to and from the Central district, and so, our friend from Leeds knows in and solemnly tells the Council to block it up with tram cars at the very point, the bridge, where traffic will be most difficult and dangerous.

"My attention has been drawn to the extraordinary congestion which occurs in Nanking Road, and I devoted a certain amount of time to the problem which this section presents."

The paragraph which follows is too long to quote, but is not without a solemn humor and... We are told it is the rickshas which are "largely the source of the congestion."

I will tell the public what is the source of the congestion in the Nanking Road. The people—just the people.—The people in the trams, the people in the motor cars, the people in the rickshas, and the people in the street.

This does not seem to have struck "the man from Leeds." I am surprised he did not notice it. Many persons do.

It is no use talking solemn nonsense about the rickshas. I am going to tell people something about the rickshas which neither the man from Leeds nor the Tram Manager has told them.

For 1921, the following contributions to Municipal Revenue were made:

Rickshas \$314,000

Trams \$101,000

Accidents due to:

Trams 1 Killed

Trams 285 Injured

Rickshas and

barrows 61 Injured

Is it not a ridiculous thing to block up the narrow, congested streets of the Settlement still more with huge, unwieldy trams and trailers?

The public is served in these streets by the ricksha trade, which, though persecuted by a veritable reign of terror, nevertheless contributes over three times the amount of Revenue that the Tram Co. does? Besides, the Tram Co. keeps its part of the road in a shocking condition. If anyone doubts this, please examine the Bund and remember only it has been torn up every year in the last ten.

Mr. Hamilton advocates a "low-tram" Tram Company to run railless freight cars in competition with wheelbarrows, handcarts, etc. I again say, it is no use talking solemn nonsense about wheelbarrows and handcarts.

For 1921, their contribution to the Revenue was:

Wheelbarrows \$146,000

as compared with the Trams, already quoted:

Trams \$101,000

Somebody has got to speak

plainly, and I am going to suggest that the Ricksha, Wheelbarrow and Handcart men are a most hard-working, a most useful, and a most deserving class of labor in this town.

This persecuted class, most of whom live on the border line of misery and starvation, contributed to the Municipal Revenue for 1921:

Trams contributed: \$101,000

They paid 20 percent dividend to their shareholders, and are for ever squealing about everybody else but themselves.

The Haulage Coolie class have no champion, and no voice is ever raised to give them common justice, or a fair and humane deal.

This terribly hard working class of men are treated as pariahs, and are subjected to almost a reign of terror and tyranny by the Police of both Settlements which, I consider, is a disgrace to the whole foreign community who witness it daily and do nothing to put an end to it.

And now a gentleman from Leeds blows into the town and solemnly suggests that to relieve traffic congestion in our narrow streets, huge, cumbersome trams and trailers should be permitted to ply for hire where, hitherto, the Municipal Council has had the good sense to forbid such nonsense.

And, as the gentleman is introduced as Commercial Manager of Leeds, I will put the thing on a strictly commercial basis from the point of view of the Public.

Rickshas, Wheelbarrows and Handcarts have contributed to Revenue for the past 10 years (1912 to 1921) the huge sum of \$3,770,000. How much has the Tram Company contributed for the same period? Perhaps the Manager will inform the public?

Also, what profits has he paid his shareholders for the 10 years? I await the figures with interest.

In the meantime, I put it as a Shanghai business man, that to try and destroy a revenue producing class of deserving work-people amounting to \$460,000 per annum in favor of a Tram Company that only contributes \$101,000 per annum, and will not even pay special men to switch cars opposite the Shanghai Club whilst paying 20 percent dividends and squealing for the whole of Shanghai to be delivered up to it, practically, as a business proposition, I suggest that this is all bunkum so far as we, the public, are concerned.

It would be a splendid thing for the Company, I admit, and the astonishing thing is that the Council should actually have paid "the man from Leeds" a very large fee for putting such bunkum across the community.

I think the Tram Co. ought to pay the gentleman's fee for as I read it, his Report is simply special pleading for the Tramway interests. Let us come back to those "railless freight cars" for a moment. Will Messrs. Hamilton and McCall kindly inform me how they are going to bring two large cases of cargo from Chapoo Road to the French Bund jetty at 10:30 tomorrow morning, and help me with them on to a cargo boat in the river? I do not think they can.

A much-deepened wheelbarrow man did the trick for me this morning and was exceedingly good and obliging.

Mr. McCall's "railless freight cars" might conceivably do part of the trick, in the middle of the night probably, but then I am in bed and so are the people who want my cargo.

All this nonsense of "railless freight cars" and cars in narrow streets is ex parte special pleading, and the public may as well know it for what it is.

The Tram Company have got quite enough of the streets of this town, and should be rigorously prevented from being allowed any more running powers.

The Trams are the cause of more congestion than anything else. They will cause more congestion than there is at present, if permitted to monopolize more streets.

It is absurd and ridiculous to allow these unwieldy railless cars to meander about the narrow streets, and I hope somebody on the Council who does not possess Tram Car shares will take a firm stand

in this matter, and tell the public that he is doing so.

Rickshas, barrows, carts, for 10 years (1912 to 1921):

Trams—How much? \$3,770,000

For 1921

Hickshas \$314,000

Barrows, carts \$146,000

Trams \$101,000

No wonder they want everything off the streets except themselves!

I will conclude with a rich gem from the Report of "the man from Leeds." "Generally, I am of the opinion that the services will be improved by doubling, as already suggested, the tramway lines in Broadway."

The gentleman apparently thinks that this town lives on, and exists for, the Tramway undertakings.

Quite the contrary, the tramway lives on the town, and the town lives on its commerce.

All down Broadway are the wharves and godowns, and a constant stream of merchandise is passing to and fro.

To double the tram track and cause more congestion on that narrow busy thoroughfare is, I submit, self-evident nonsense!

Listen to this! "My own experience, which is fully endorsed by the Board of Trade, is that in most narrow places a double line causes less congestion and delay than a single one."

Has the Board of Trade any experience whatever of Shanghai, China?

Has Mr. Hamilton any experience that has anything to do with Rickshas, Wheelbarrows and Handcart haulage traffic in a busy section like Shanghai with its peculiar problems? If so, what?

What nonsense it is for a man to talk about his experience and tell us that a double tram track down Broadway is going to cause less congestion than the single track as at present!

I put it to merchants and the public that if they want to do business and have this advantage of coolie-haulage, they have got to stand up for the Ricksha, Wheelbarrow and Handcart men.

This deserving class of men are the people who get the cargo from the wharf to the consumer, and if this tram concern is to be allowed to dis up the streets and lay more tracks, to fill up narrow streets with more railless cars, etc., the locomotion of merchandise and ourselves will be more difficult than ever.

These humble, toiling, sweating and starving coolies are the friends of the whole community. They deserve fair and decent treatment. I work amongst them every day.

All these allegations are down-

right falsehoods, completely at variance with facts.

With regard to allegation (a), not only has there been absolutely no such thing as the Japanese military authorities employing or using ruffians, but they are extending all possible facilities to foreign correspondents, as they have always done.

Coming to (b), one may recall that in February, 1920, the American Government, acting spontaneously, called home suddenly all its troops as well as most of its railway technicians and workers in Siberia, as was well known to the world at the time. The Japanese Government had, of course, nothing whatever to do with the withdrawal of these Americans.

It is true, with respect to (c) that, in October last year, the Merkuloff Government caused Major Clarke to be detained in a railway car and his person and luggage to be searched, in the presence of the American Consul. In connection, it is said, with a suspicion that Major Clarke was involved in an intrigue against the Merkuloff Government.

JAPAN NOT INVOLVED

But the Japanese Army was in no way whatsoever concerned with the incident. It may, perhaps, be that the baseless allegation originated in the fact that Japanese military cars happened at the time to be linked to Major Clarke's car. But coupling Japanese Army cars to trains of the Siberian Railway is a common practice, as it has been ever since the Japanese expedition took the field some years ago and properly understood, there could be no possible suspicion.

As for the notes alleged to have been exchanged between the Japanese Army authorities and the Merkuloff Government, they are again an unqualified forgery. In the Japanese Army expedition at Vladivostok, there are no Captain Asano and McCormick's statements.

3. Correspondence ascribed to Mr. Frederic McCormick, published by some newspapers in America and elsewhere, states:

(a) That Commander Tachibana set numerous ruffians to assault Mr. McCormick;

(b) That the Japanese Government has planned to drive the American Railway Commission's engineers and workers from Manchuria and Siberia;

(c) That the Japanese Army coerced the Merkuloff Government to carry out a physical examination of American Railway Commission Major Clarke, with the intent to assassinate him.

All these allegations are down-

right falsehoods, completely at variance with facts.

With regard to allegation (a), not only has there been absolutely no such thing as the Japanese military authorities employing or using ruffians, but they are extending all possible facilities to foreign correspondents, as they have always done.

Coming to (b), one may recall that in February, 1920, the American Government, acting spontaneously, called home suddenly all its troops as well as most of its railway technicians and workers in Siberia, as was well known to the world at the time. The Japanese Government had, of course, nothing whatever to do with the withdrawal of these Americans.

It is true, with respect to (c) that, in October last year, the Merkuloff Government caused Major Clarke to be detained in a railway car and his person and luggage to be searched, in the presence of the American Consul. In connection, it is said, with a suspicion that Major Clarke was involved in an intrigue against the Merkuloff Government.

JAPAN NOT INVOLVED

But the Japanese Army was in no way whatsoever concerned with the incident. It may, perhaps, be that the baseless allegation originated in the fact that Japanese military cars happened at the time to be linked to Major Clarke's car. But coupling Japanese Army cars to trains of the Siberian Railway is a common practice, as it has been ever since the Japanese expedition took the field some years ago and properly understood, there could be no possible suspicion.

As for the notes alleged to have been exchanged between the Japanese Army authorities and the Merkuloff Government, they are again an unqualified forgery. In the Japanese Army expedition at Vladivostok, there are no Captain Asano and McCormick's statements.

3. Correspondence ascribed to Mr. Frederic McCormick, published by some newspapers in America and elsewhere, states:

(a) That Commander Tachibana set numerous ruffians to assault Mr. McCormick;

(b) That the Japanese Government has planned to drive the American Railway Commission's engineers and workers from Manchuria and Siberia;

(c) That the Japanese Army coerced the Merkuloff Government to carry out a physical examination of American Railway Commission Major Clarke, with the intent to assassinate him.

All these allegations are down-

Major Okima, who are represented to be the writers of the notes. Nor does there exist any General Okima, who is made to figure as the Chief of General Staff at Tokio. There is General Akiyama who is the Inspector General of Military Education, but he is not in a position officially to exchange notes directly with General Tachibana. Further the telegraphic code, to which reference is made in the notes in question, is quite unknown to the Japanese Army.

COTTON STRIKE

(Reuters Service)

London, April 7.—It is understood that the wage negotiations in the cotton trade at Manchester have taken a more favorable turn, and there is reason to hope that an amicable settlement will be reached shortly.

A Stepping-Stone to Success

Stenography. Many leaders of industry began as stenographers. It is often a short cut to high confidential positions. You can prepare for this work in your own home. There are 292 L. C. S. Courses. Some of them are listed below.

Our office is open between 7 and 9 p.m. on Mondays, Wednesdays and Fridays for the convenience of all who are interested in L. C. S. Training.

TEAR OFF HERE

International Correspondence Schools
Office 15, 83 Szechuen Road, Shanghai.

Please send me information about the Courses I have marked below.

ENGINEERING:	BUSINESS:	ARTISANRY:
Civil	Management	Drafting
Concrete	Banking	Illustrating
Electrical	Stenography	Navigation
Chemical	Bookkeeping	Gas, Engines
Marine	Accounting	Farming
Steam	Foreign Trade	Plumbing
Mechanical	Advertising	Cotton Spinning
Mining	Salesmanship	Cartooning
Name		
Address		

LANE, CRAWFORD & CO., LTD.

HAVE BEEN APPOINTED SOLE AGENTS

FOR THE WELL KNOWN

"ROMNEY"

CELEBRATED SHEFFIELD PLATE

PRICES ON APPLICATION

LANE, CRAWFORD & CO., LTD.

9A NANKING ROAD

TEL. CENT. 487

CLOTHES SATISFACTION

Assured when made by

WONG ZA CHEONG

MEN'S TAILOR.

(Five years with the late
C. F. Greenwood as
Number One.)

Orders promptly executed.

No. 14 FOCHOW RD.
Near Kiangse Road,
SHANGHAI.

5 PASSENGER, Wire Wheel
Touring Car for Sale. Just
overhauled. Always owner-driven.
Complete accessories and equip-
ment. Owner leaving for America.
Reply to Box 1060, The China
Press.

47567



Day or Night

We're always at your SERVICE

CALIFORNIA PHARMACY

155 Avenue Joffre, Phone C. 3801

NEWCOMERS TO SHANGHAI

Conveniently located at the center of the downtown district, the A.O.B.C. is always ready to furnish you with a friendly, personal banking service designed to meet any of your financial needs.

THE

American-Oriental Banking Corporation

15 NANKING ROAD.



IT COSTS YOU NOTHING

It is a mistaken idea that life insurance costs you money. It really costs you nothing. When you pay a life insurance premium you simply take that amount out of your bank and deposit it with another financial institution. Your premium payments are, in effect, a trust fund held for you by your life insurance company on fixed deposit. Thus, in addition to the constant protection that your policy provides, you are accumulating a reserve fund that is a ready asset in time of need.

It is, of course, important that you select a company of unquestioned soundness and integrity, whose policy contracts are liberal and honest. This Company, American-chartered and under the direct supervision of strict American insurance laws, is the logical institution to serve your life insurance needs. Our rates are reasonable and our conservative management and ample paid-up capital and surplus are guarantees of security to our policy-holders.

Full information gladly sent on request.

ASIA LIFE INSURANCE COMPANY, INC.

OPERATING UNDER AMERICAN CHARTER.

Authorized Capital:
\$500,000

Telephone
Central 1861

Capital and Surplus paid in
\$150,000

MAIN OFFICE: 15 NANKING ROAD, SHANGHAI.

Agencies in Principal Cities throughout China.

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

**Supreme Value in
Gent's Outfitting
for Present Wear**

The whole of our huge stock has been revalued on a basis of replacement cost and Selling Prices revised accordingly.

OUR
POLICY OF

REVALUATION

is our final attempt to bring prices down to a permanent and reasonable basis and enable us

TO UPHOLD OUR ACCUSTOMED POSITION AND STATE WITHOUT FEAR OF CONTRADICTION THAT,

THE HOUSE OF WHITEAWAY'S IS SYMONYOUS WITH THE BEST VALUE FOR READY CASH IN CHINA



Pure Wool "Jaeger"
White Coat Sweaters

The
Ideal Sweater
for
Tennis-Rowing
and
all outdoor
Sports.

\$25.50

All Sizes in
Stock

(MEN'S COAT SWEATER

Cheaper Grade White Coat Sweater **\$11.50**



Real Irish Poplin
Scarf Ties in a
full range of 80
Colours. Extra
Long.

\$4.50



A new shipment of smart light
Colored Tartan design Scarf
Ties, very smart for Spring
and Summer wear.

\$2.75



Prepare for the Warm Weather
Buy Yourself a Straw Hat while we
have a full Range of sizes.
Nice Fine Quality Straw well made
smart Shape.

all sizes **\$6.50**



Smart Club Stripes
and Regimental Colour
Ties smart for Holi-
day wear full Length.

\$2.75



Black Knitted Ties
Cotton.....\$2.25
Fibre Silk.....2.95
Pure Silk.....4.75
Wide end Knit-
ted Black Ties 2.95

Boy Scouts Requisites.

We have a complete
line of Scouts sund-
ries and equipment
suitable for all scouts
use.

Scout Hats \$2.50
Belts 1.00
Billy Cans 50
Knives 1.75
Scout Whistles 65
Haversacks 50
Water Bottles 1.00
Scarves 85
Axes & covers 1.75
Stockings 1.50
Lanyards 25
Scout Masters
Hats 5.95
Scout Masters
Belts 2.50



"Dye Dye" Day Shirts

We have a fine selection of this famous
make of shirt in a full range of smart
new stripes. All colours are Guaranteed
absolutely fast to washing, we will
replace any of this type shirt should it
fade with washing.

All sizes from 14 to 17 **\$6.50** each



All Styles in Evening Dress Shirts

As illustrated Stiff Front
Evening Dress Shirt. **\$6.50**
Soft Pleated Shirts a large
selection of all Size Pleats.
\$6.50 each



"The Feather Mac"

A water proof lightweight
suitable for summer wear.
When not in use will roll up
very small.

all sizes **\$21.50**

Oil Silk Coats

Single or Double Breasted
Amber-Green or Brown.

\$39.50

SWIMMING AND BATHING REQUISITES



Bathing Costumes 1 Piece

all sizes.....**\$2.75**

2 Piece Costumes..... **3.90**

Youths Size 1 Piece Costume **2.00**



B.V.D. Union Suits for Comfort
Cool-Easy Fitting summer
underwear. This Type of
Garment is a combination
of B. V. D. Shirts and Drawers
scientifically cut to ensure
comfort and fitted at waist
with an elastic like Band to
allow for free movement of
the Body.
All sizes either with 1/2 Sleeves
or without. **\$3.95** each



Smart new Velour Hats for
Present Wear in all sizes.
Smart new Colours Camel,
Bronze, Grey, Navy and
various other colours.
British made Best Quality
\$25.50
Cheaper Grades \$17.50 \$14.50



Smart New Shape Straw Hat

Made of fine pedal straw
new shape smartly fin-
ished all sizes.

Price **\$7.95**



Belts of all descriptions
50 cts., \$1.00, \$1.25,
\$1.75, \$1.95 up to \$4.75

Smart New Shape White Drill Covered Topee "Tress make"

Light Comfortable and
easy Fitting
A Full Range Of Sizes.
\$14.50



PHOENIX SILK SOCKS

American made well shaped socks
for Present Wear.
Steel Grey, Black and Nigger Brown.
\$2.50 pair



"HAWKES"

World's famous Topee will
last a lifetime always smart,
recognised as the world's
best.

Price **\$16.50**



We have a very large selection of
every kind of belt to choose from
similar to sketch Grey and mble
Suede leather all lengths.
Price **\$3.50** each



Poplin Dressing Gowns for
Present Wear.
Plain Colours with
Contrasting Collar Cuffs
and Pocket all Colours.
\$25.00



Smart Felt Hats

Grey, Brown and
Bronze Colours

\$11.50



Plain Cashmere Half Hose

A full range of
colours.
All sizes.

Price

\$1.75 \$2.00 pair



Roll up Travelling Hat
all Colours very
suitable for the
Traveller, will Roll
up.

Price **\$3.75**



PLAIN COTTON SOCKS

Plain Black and White
All Sizes

\$1.35 pair



Grass Fibre
Topees, Hawkes
shape as sketch, Smart
Light and easy fitting.
A good smart cheap
Topee. All Sizes.

\$9.50



Paris Garters

Cotton..... 75 cts.
Silk Finish...\$1.00
Double Grip...\$1.50

Boston Garters

Cotton... \$1.00 pair
Silk Finish \$1.50 ..



Pure Silk Fancy Half
Hose. With stripes
or fancy rings round,
all sizes, a range of
colours.

Price **\$2.50** pair



White Wool Sweaters.
Polo Coat as sketch
"Jaeger" Make all
Sizes. **\$19.50**



"Pyjamas"

All weights all
stripes and
fancy: Summer
Weight, Smart
Stripes

\$8.50

White Cawn-
pore Twill
Pyjamas.

\$5.50 suit



Fancy Top Golf Hose

all the latest
styles

\$3.75

\$5.25

\$5.75

Brushed Wool

\$6.50



Grey Flannel Pants

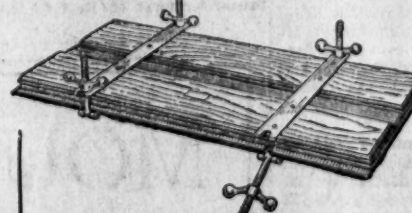
all Sizes made
from a good
Quality hard
wearing
Flannel.

\$12.50



"Jaeger" Make

Roll Collar Sports Sweater
Pure White wool.
All Sizes **\$19.50**



"Everitts" Famous

Trouser Presses

\$19.50 \$22.50 \$25.50

Smart New Tweed Sports Coats

All sizes and a
large selection
of smart
Tweeds to
select from

\$33.50

\$35.50

\$37.50



WHITEAWAY, LAIDLAW & COMPANY, LIMITED, SHANGHAI

TERMS CASH

"WAYLOO CORNER"

NANKING ROAD — SZECHUEN ROAD

NO CREDIT

NEW STORAGE PLANT SOON TO OPERATE HERE

American Corporation To Make First Local Distilled Water Ice

A new refrigerating and cold storage company, of American incorporation and having a capitalisation of \$500,000 will begin operations shortly in Shanghai according to information obtained yesterday.

The new concern, articles of incorporation for which have been filed with the United States Court for China, is the Pacific Ice and Cold Storage Company, Ltd. The paid in capital is \$112,000 and the directors of the corporation are Mr. Frank J. Courtney, Mr. William L. Carlton, Mr. Charles E. Brown and Mr. R. S. Haskell. The company will engage in refrigerating, ice manufacturing, storage and in the manufacture of egg products. A modern, two story factory has been erected on the corner of Yalu and Dixwell Roads and will be ready for operations within two weeks. Plans have been made to manufacture distilled water ice for the first time in Shanghai and a special cold storage room for the keeping of furs will also be a feature of the new organisation.

Holy Week Service

Following are the Holy Week list of services for Holy Trinity Cathedral and for the combined Community and Union Churches, the latter to take place at the Union Church:

HOLY TRINITY

Monday, Tuesday, Wednesday and Thursday, 8 a.m. Holy Communion, 5:30 p.m. Service of Prayer with Address. Good Friday, 3 a.m. Litany, 10:30 a.m. Matins, Ante-Communion and Address. Psalm 22. Hymns 108, 111. Preacher: The Sub-Dean. 12 noon. The Three Hours' Service and Devotions. Conducted by the Dean. 6 p.m. Special Service with Passion Music. Easter Eve 3 a.m. Ante-Communion, 6:30 p.m. Service of Preparation with Address. Conducted by the Sub-Dean.

COMMUNITY-UNION CHURCHES Tuesday, 5:30 p.m., April 11. Organ Prelude—Requiem, aeternam, Mr. M. G. Tewksbury. Story entitled "The Last Word" by Van Dyke, read by Dr. Luther Freeman. Hymns: 122, 273, 63. Wednesday, 5:30 p.m., April 12. "The Seven Last Words" by Theodore Dubois, rendered by an enlarged Choir. Soloists—Mrs. McMeekin, Mr. R. T. Peyton-Griffin, Mr. W. J. Haynes, Violin—Mr. J. J. Evans, Clarinet—Mr. E. G. Young, Cornet—Mr. E. V. Miller. Conductor—Mr. L. C. Perry. Organist—Mr. M. G. Tewksbury.

Thursday, at 5:30 p.m., April 13. ("The same night in which He was betrayed.") Organ Prelude—in Memoriam, Bonnet, Mr. M. G. Tewksbury. Solo—Jesus, Thou Joy of loving hearts, Miss M. Moodie. Communion Service—Dr. Fitch presiding, assisted by Dr. G. H. Bondfield, Dr. John Darroch, Dr. Luther Freeman, Dr. D. MacGillivray, Dr. A. P. Parker, and the Rev. A. N. Rowland. Hymns: 236, 493, 187.

Good Friday, at 11:00 a.m., April 14.—Commemoration Service presided over by Dr. Luther Freeman, addressed by Rev. A. N. Rowland. Solo—There is a green hill far away, Gounod, Mrs. R. M. Vanderburgh. Hymns: 159, 144, 315.

Obituary

MR. DAVID LEWIS

The death occurred yesterday at the Victoria Nursing Home of Mr. David Lewis, resident in Shanghai for many years, during which time he was connected with Messrs. P. O'Brien Twigg. Mr. Lewis was 49 years of age and came to Shanghai from Ireland sixteen years ago. He was a member of the Pharmaceutical Society of Great Britain and a fellow of the Chemical Society. Until his health began to fail Mr. Lewis was an active member of "B" Company, S.V.C., having also served with the Maritime Company. He leaves a widow and two step-sons.

MR. ALBERT VENN DICEY

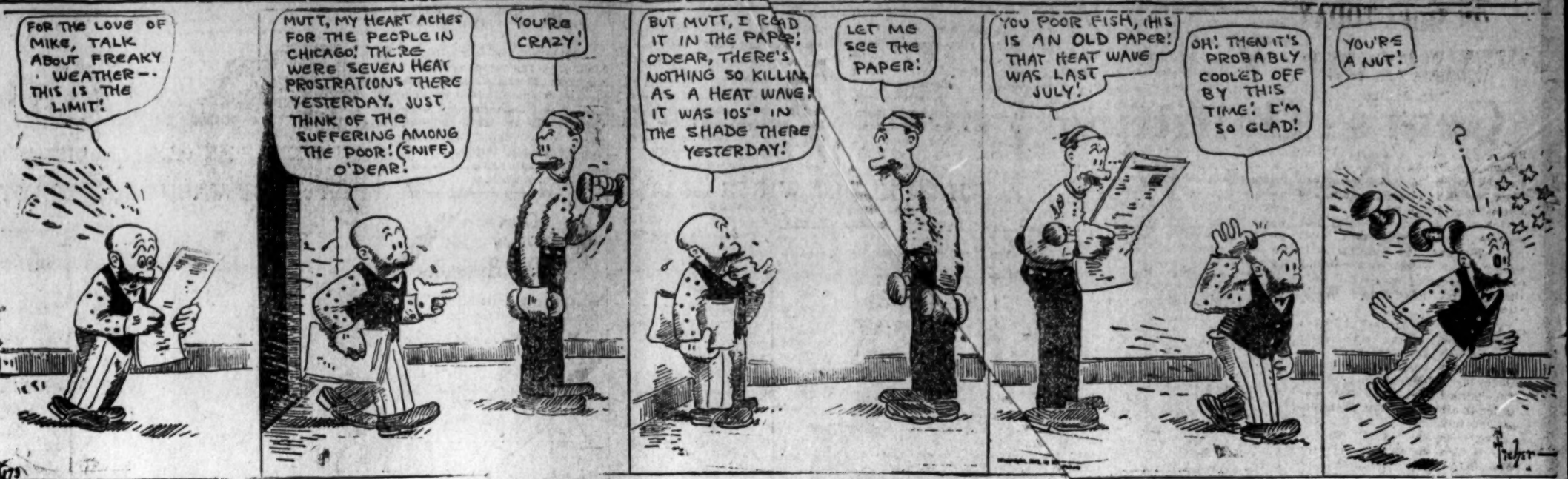
(Reuters Service) London, April 8.—The death is announced of Mr. Albert Venn Dickey, formerly Vinerian Professor of English Law, Oxford University, at the age of 87 years. ARABELLA GODDARD London, April 8.—The death has occurred of Arabella Goddard (Mrs. Davison), the famous pianist, at the age of 86 years.

NAVY LEAGUE

(Reuters Service) London, April 7.—The meeting of the Grand Council of the Navy League today unanimously voted in favor of continuing the work of the League to ensure adequate naval protection for British subjects and British commerce throughout the world.

MUTT & JEFF

(Copyright 1922 by H. C. Fisher, Trade Mark Reg. U. S. Pat. Off.)



News Brevities

A squadron of 56 airplanes belonging to the Canton Government is scheduled to enter Hunan on April 15, according to Chinese reports.

The official opening of the Great China Cotton Mill Co., Ltd., promoted by Mr. C. C. Nieh, chairman of the Chinese Chamber of Commerce, will take place at its Woonung mill next Friday. A special train will leave Shanghai (North station) at 12:25 p.m. and another will leave Woonung at 6:50 p.m. for the occasion. The mill is accessible direct by automobile from Shanghai.

The first business meeting of the Chinese Tariff Revision Commission will be held at the Chinese Chamber of Commerce on Tuesday afternoon at 2 o'clock.

An attempt on the life of General Ting Hua at his home at 5 Nanhua-chia was made on Friday morning. Ting was seriously injured while his son escaped with minor injuries. The assassin, who was Ting's cook, made good his escape.

General Li Yuan-hung is planning to go to Wuchang shortly to attend the official revealing of the statue erected in his honor.

Members of the C.M.C.A. Bible School will be entertained in the homes of their teachers on Wednesday evening.

A special program of Easter music will be given by the Union Church Choir as well as other singers under the direction of Mr. Perry at the Union Church on Wednesday evening at 5:30 o'clock. The music to be sung will be "The Seven Last Words of Christ."

"Shanghai Harbor Development" will be the subject of a lecture to be given on Monday night at 8 o'clock by Mr. H. von Heldenstam, Engineer-in-Chief of the Whangpoo Conservancy Board. The lecture is given under the auspices of the American University Club and will take place at the clubhouse of the American Returned Students' Club, 160 Nanking Road, opposite Shantung Road.

It is currently reported that a certain clique is establishing a third government with General Li Yuan-hung heading the movement, according to the Dah Tong News Bureau. Li will leave Tientsin for the South shortly.

General Wang Shih-chen refuses to organize a Cabinet. In a private letter to President Hsu, he insisted that everything must be done to avoid an armed conflict either between Mukden and Loyang or between the North and the South.

A number of Shantung residents have expressed their opposition against the organization of the Lu Tah Mining Company, promoted by certain militarists of Shantung for the development of the three mines to be operated under joint Sino-Japanese control under the terms of the Washington Conference. They propose to petition Tsuchun Tien Chung-yu to place them under the control of the Bureau of Shantung Rehabilitation.

Readers will be interested to hear of the sale of Mission embroidery which is to take place.

A Farmer Cured of Rheumatism. "A man living on a farm near here came in a short time ago completely doubled up with rheumatism. I handed him a bottle of Chamberlain's Liniment and told him to use it freely," says C. P. Rayder, Patten Mills, N. Y. "A few days later he walked into the store as straight as a string and handed me a dollar saying, 'give me another bottle of Chamberlain's Liniment; I want it in the house all the time for it cured me.'"

Sold Everywhere

Tuesday and Wednesday at the Baptist Mission Compound, 178 North Szechuen Road. The articles on display will include colored cross-stitch and Swatow work, pongee, silk knitted jumpers, lace and hair nets.

The Customs offices will be closed and the shipment and delivery of cargo will be suspended April 14 and 15, Good Friday and the Saturday before Easter.

The police seized opium to the value of about \$2,000 and a quantity of smoking paraphernalia and money in a raid made yesterday at 64 Canton Road, in the notorious Tong Goo Bai Ka. Four men were arrested in connection with the raid and will be charged in the Mixed Court tomorrow.

Mr. W. J. Monk, of Messrs. Slove and Co., is leaving for England for about nine months' leave today.

Dr. Melvin Grove Kyle, Professor of Biblical Theology and Archaeology at Xenia Theological Seminary, St. Louis, Missouri, who has been in Nanking for several weeks past delivering a course of lectures, leaves for America today by the steamer Wenatchee. Mrs. Kyle accompanies him.

The concert given by the "Penguins," entertainers of the British cruiser Carleton, at the Lyceum last Monday netted \$856 for the Grand Fleet Benevolent Fund, it is announced by the honorary secretary of the Navy League. The money is to be remitted for the special fund for the relief of the dependants of the crew of the submarine H-32, which was lost with all on board recently.

The British Consul-General of Foochow is due to arrive in Shanghai tonight and the new Consul-General for that port, Mr. W. J. Clennell, with Mrs. Clennell and their daughter are sailing early this morning.

Mr. and Mrs. T. W. Mitchell announces the birth of a daughter at the Victoria Nursing Home on April 7.

A Chinese linesman employed by the Municipal Electrical department fell from a pole he was working on at Park and Tientsin Roads Friday and was killed.

Dr. Paul Martin has filed suit in the United States Court for China for \$500 against Mr. Charles Stone, formerly of Reid's Limited.

Poor Jeff, He's So Sympathetic

By Bud Fisher



Crown Solicitor during the absence of Mr. G. H. Wakeman.

After being coached by the Y.M.C.A. in English 35 Russian students have just left Harbin to enter schools in the United States, making 150 who have gone recently. They are divided among the Universities of Idaho, Washington, Oregon, Nevada and California.

Hair Falling? GERMOL Stops It

Try the Remarkable New Hair-Restorative. Notice Difference in a Few Days.



After combing your hair, do you find your comb full of dead and broken off hairs? How long do you suppose this can keep up before you become entirely bald? There is no cause for this condition, now that the newly discovered hair restorative, GERMOL, will positively end hair falling within a very short time. GERMOL gives remarkable vigor to the hair roots, where the source of the trouble lies. Every hair is held tightly in its root and your hair stops falling. You can prove this in a short time. GERMOL also stops scalp itching and the condition which results in dandruff. It gives youthful vigor to hair roots and brings back to the hair its lustrous original color. Your hair will be silky, full of life, luxuriant. You need nothing else but GERMOL to give yourself a luxuriant growth of healthy hair. It produces results even in those of advanced years where the hair is grey and thin. Start using it today and solve your hair problem for all time to come. Our bottle will prove it.

Prepared only by GERMOL HAIR SPECIALISTS, London.

Supplied by: Macfarlane & Co., Wing On Co., American Drug Co., J. D. Chang Co., Grenard & Co., International Dispensary, P. O'Brien Twigg, J. D. Chang Co., Shanghai Dispensary, Sincere Co., A. S. Watson & Co., Ltd., and other dispensaries.

Your love for your children

naturally makes you anxious to obtain for them the best strength maker that money can buy. A course of SCOTT'S Emulsion strengthens the lungs, aids the easy formation of the teeth, promotes growth and an increase in weight. It lays the foundation of vigorous health and a sound constitution. Insist on

SCOTT'S Emulsion

IMITATED BECAUSE SO GOOD.

MOUTRIE'S

STOCKTAKING SALE

25% DISCOUNT

FOR CASH ONLY

Imported Musical Instruments

Violins, Mandolins, Guitars, Ukeles, Banjos, Brass Band Instruments, Etc. :: ::

S. MOUTRIE & Co., Ltd.

No other so good!

Over in Turkey grow rich aromatic tobaccos. We buy the choicest selections and combine them with the best American tobaccos.

The result is Chesterfield cigarettes—the kind that satisfy. That rare old-time tobacco taste wins right and left.

One package of Chesterfields will show you why—no other cigarette can be quite so good.

They Satisfy



Chesterfield

CIGARETTES

LIGGETT & MYERS TOBACCO CO.

MAIL ARRIVING AND DEPARTING ON SHIPS TODAY

**Empress Of Russia Due In,
Wenatchee And Talyo
Maru Sailing**

Mail from America will be received today on the Empress of Russia, of the Canadian Pacific Steamships which is due off Wanchang at 5 o'clock this morning and is to be dispatched for Manila and Hongkong late in the day.

The tender with incoming passengers from the Empress of Russia is expected at the Customs Jetty about 10:30 o'clock this morning and the outbound tender will leave the jetty at 2:30 o'clock in the afternoon.

Following the Empress of Russia the Montezuma of the same line is due to arrive here from Vancouver, B. C. next Wednesday and sails for Hongkong and Manila the next day. The China of the China Mail also is due to arrive from San Francisco next Wednesday.

Two steamers taking mail to America and sailing today are the Wenatchee of the Admiral Line which is to leave early today for Seattle and the Talyo Maru of the T. K. K. which is due in at day-light from Hongkong and will sail late in the afternoon for San Francisco.

NOTED FRENCH SOPRANO GIVES CONCERT TODAY

Making her first appearance in Shanghai, Mlle. Zohra D'Arcy, French lyric soprano who is a protegee of Lydia Lipkowska, the famous Russian opera star, will give a concert special at the Astor House today at 4 p.m.

Mlle. D'Arcy's opening number will be Woodman's "A Birthday," which will be followed by a varied program which promises much in the way of delightful music for local hearers. The program will include Montusko's "Spinning Lied," an old English song, "I was Roaming," Moussorgski's "Dance of Death," Tosti's "Goodbye," "Habenera," from "Carmen," Foutet's "Till for Tat," Vidal's "Alette," and the aria from "Madame Butterfly."

Mlle. D'Arcy has scored triumphs in many of the largest cities and won fame for her work during the war. Today's concert takes place in the ballroom at the Astor.

Woman's Slap Starts Strike At Elgin Road Market

The Elgin Road market peddlers went on strike yesterday as a result of a squabble between a fish dealer and a woman named Chen Sze. The fish dealer is said to have abused the woman while bargaining and received a blow in the face following which he was severely assaulted by several bystanders. The wounded man was taken to hospital and the dealers went on a strike as a protest against the action of the bystanders. They later indicated that they would resume business.

Auto Crash Due To Coolie Head

(Continued from Page 1) whose inordinate ambition they were sacrificed.

Although the Chinese genius for flying, as for motor car and locomotive driving, is manifest, the attempt to establish military aviation without adequate instruction, or without the discipline which can be instilled only by the overawing presence of the foreign instructor, is fool-hardy. The recent accident is said to have been caused by an insolent officer who forced his way into the cockpit demanding to be taken up but refusing to discard his cigarette.

TYPICAL INCIDENT
The incident is typical of the discipline which pertains throughout the Chinese coolie-soldier hordes, whose mentality is such that they attempt to defy the laws of nature as impudently as they defy those of men. Over against this mentality we have one reverence-inspiring heroism of the young Pilot Ma, who with his clothing afire upon his back, brought his machine down from an altitude of one thousand feet, and then burned off both his hands in an endeavor to release the entrapped persons in the inferno of the cockpit.

Under present circumstances attempts to establish military aviation in China without the skill and surveillance of foreign instructors must result in further accidents of this type. But since the Powers will do all they can to prevent foreign participation in military aviation (which in the course of factional strife might put foreign pilots in battle one against another) and since the rival chieftains will at the same time decline to give up their ambitions to possess air units, we may expect to see further futile sacrifices to their lust for power.

RUSSIAN ESKIMO LIFE

(Rosa News Agency)
Moscow, April 3.—The northern scientific expedition exhibition opened in Moscow included valuable biological, botanical, mineralogical, industrial and ethnographical exhibits, also pictures and drawings by the academicians, Benoit, the painter, Prokofov, and others, as well as numerous photographs illustrating the life of inhabitants of the Far North.

THE FAR EASTERN LABORATORIES 16 NANKING ROAD ANALYTICAL AND CONSULTING CHEMISTS

The Small Investors' Company

WE ARE BUYERS
FOR CASH
OF RUBBER SHARES
AND
Shanghai Municipal
Debentures

The Small Investors' Co.,
DOUGLAS FLEMING
Manager
3 A Peking Road, Shanghai.
Telephones C. 977 and 761.
Tele. 'SAFEINVEST' Shanghai.

Guardian Of Confucian Shrine Is 'All Fed-Up'

(Continued from Page 1)
by a Duke of the Ming Dynasty, a gold lace hat of the same period that would bring throbs of delight to the heart of a lady tea-dancer, heavily brocaded ceremonial boots still worn by the officiating descendant, the portrait from life of a peculiarly homely Ming Emperor recently recovered from small-pox, and a painted scroll of an obese gentleman supposed to be Kublai Khan were generously displayed for our enjoyment.

We were carried out of the

past, however, by a remark to the effect that the little Duke is to receive first a sound Chinese education and then go abroad to complete his studies in the West. Just how a lifetime of ritualistic duties will appeal to him after an education in a foreign university is still to be determined, but in any case, a Confucian duke sitting in the rooting section, or cutting lectures or being infuriated into a frolic is a unique sort of spectacle in store for the next generation.

CHILD IS BURNED IN CHAPEL FIRE; FEAR MORE DIED

One child was burned to death and legs feared that other fatalities when a great many Chinese huts were swept by fire in the North Dixwell Road Extension district, the third blaze to break out among the huts of the very poor within the past few months. The first of these, it will be remembered was attended with great loss of life.

The fire was reported by Hongkew Bell Tower at 11:38 a.m. and two machines from Hongkew went to the assistance of the Chapel brigade. The body of the Chinese boy was found by men of the Settlement department. Settlement firefighters were

called to two other outbreaks later in the day. Shortly after 5:30 p.m. Central Division dealt in effective style with a fire at the Fei Lung Garage, 11153-154 Hoopoh Road. There was grave danger of a serious blaze but prompt work with chemical extinguishers checked the spread. The fire was evidently caused by somebody throwing down a cigarette end near a number of tins of gasoline.

Hongkew Division was called to 515 North Szechuen Road, a fruit shop, at about 9:30 o'clock last night, where a number of baskets had taken light. The flames had reached the ceiling and were breaking through the roof when the firemen arrived but two lines of hose were quickly got into action and the outbreak was extinguished without much damage being done.

SUIT RESULTS FROM COLLISION IN WHANGPOO

Attributing the entire responsibility for the recent collision in the river of the U. S. Shipping Board freighter Eastern Sallor and the Japanese passenger steamer Sakaki Maru upon the latter vessel, the China Navigation Steamship Company yesterday filed suit against the Manchurian Railway Company.

Glover's
World Renowned
Dog Remedies
Send for free book on "Dog Diseases and How to Feed."
H. Cley Glover Co., Inc.
118 West 31st Street
New York, U. S. A.
Agents: The Far East Dispensary Ltd., SHANGHAI

The Shanghai
Chemical
Laboratory
No. 20 Nanking Road
3rd Floor

as agents for the Japanese ship. The suit was filed in the Japanese Consular Court and the statement of claim alleges that as a result of the collision part of the

Eastern Sallor's cargo was lost while damage to the vessel was of such extent that a total sum of not less than \$100,000 will have to be expended for repair work

and to meet claims on damaged cargo. This is the amount claimed. It is expected that the case will come for a hearing some time this week.



CORONA

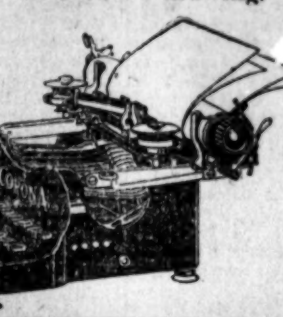
The Personal Writing Machine

Unless the holder of ticket No. 45 in the recent advertising campaign presents this ticket and claims the

FORD TOURING CAR

on or before April 30th a new drawing will take place.

Typewriters purchased between November 15th and February 28th only will participate in the new drawing.



Dodge & Seymour
(China), Ltd.

18 Museum Road, Shanghai.

Telephone: Central 322.

COUNTER-INSURANCE ON I. S. S. PREMIUM BONDS

We have had enquiries from Bondholders whether they could not be protected against any loss on the Premiums paid by them in case of death as it may happen that their heirs are not in a position to continue keeping up the bonds subscribed for. The ANSWER is in the affirmative. For \$8.00 a Year your TOTAL PREMIUMS are insured and in case of death of a bondholder the TOTAL INSURANCE AMOUNT of his PREMIUMS PAID (including COUNTER PREMIUMS) are returned to the BONDHOLDER'S ESTATE.

EXAMPLE:—A bondholder has paid 10 Years Premium in all \$1440.00
In case of death, the Estate is entitled to \$1131.95
If the Bondholder has insured his premiums by a yearly payment of \$8.00 he is entitled to \$1520.00

AS FOLLOWS:—

10 Years Premium \$144.00	\$1440.00
10 Years Counter Insurance Premium at \$8.00	\$80.00
	<u>\$1520.00</u>

For Full Particulars

Apply to

INTERNATIONAL SAVINGS SOCIETY
7 AVE. EDWARD VII.

J. BEUDIN,
M. SPEELMAN,
General Managers.

U. S. A. LATEST SPRING STYLE'S

Select your Spring Suit, Overcoat, Tuxedo, Full Dress, etc from my most complete line of latest Seasonable Clothes.

I am located at
G20, Tiendong Road
(only a few steps from Broadway)

THOM SHING
AMERICAN STYLE
TAILOR

WESTERN COOPERAGE CO.,
SAN FRANCISCO, CALIF.
MANUFACTURERS OF
HARDPIL AND WHITE OAK

QUALITY BARREL SHOOKS

CABLE ADDRESS: HARDPIL
CODES: BENTLEY'S
電話號碼: 5th ED.

SECOND ATTEMPT IS MADE TO SLAY GENERAL TANAKA

Japanese Emissary, Target
Here, Has Narrow Escape
Near Tokio

According to a Tokio telegram, General Tanaka, the emissary to the Philippine Islands who was shot at by two Koreans in Shanghai while on his way home, narrowly escaped death when another attempt was made on his life on a train near Tokio. On the afternoon of April 7, as his train pulled into a station near the Japanese capital, a huge boulder was hurled into his coach, smashing through the window glass. The boulder landed only few inches from the general, the report states.

Aim To List All Flying Service Men In Country

(Continued from Page 1)

Royal Air Services in which we all had the honor of serving. In 1914 aviation was in its infancy, at that time the Navy was the possessor of 93 and the Army 179 aeroplanes. On August 13 four squadrons comprising 56 machines proceeded to France. On the conclusion of the Armistice the Royal Air Force consisted of 201 Squadrons, many of them of 25 machines each. During this period the personnel of the Regiment increased from 197 Officers and 1,447 men to 27,906 officers and 253,842 men.

Still more remarkable has been the growth of the fighting power of the aeroplane. In the early days of the war aircraft was regarded solely as the eyes of the Army. At the cessation of hostilities, however, not only were they being used for observation and for artillery control but between July, 1916, and November 11, 1918 they destroyed and brought down 7,056 enemy aircraft, dropped 6,942 tons of bombs, fired over 10½ million rounds of ammunition at ground targets and flew over 900,000 hours, nearly 103 years. Gentlemen, a splendid record.

But such achievements were not performed without the toll being taken and we mourn the loss of Flying Officers, N. C. O's and men. Our air casualties were 64,000.

CALL FOR CO-OPERATION
"Aviation is now availing itself of the progress made during the war to meet the requirement of peace and despite what the pessimists say it is forging ahead and even now the sister services are realizing what the 'Air' means to them. Little progress is being made in China, in fact no progress at all. However the difficulties the local Aeronautical Society have to contend with, especially in the matter of the release of the machine through the Customs, which has now been under dispute for nearly 2 years, is too well known for me to comment on.

"So long as we cling together and maintain that splendid spirit and indomitable courage shown throughout the Royal Air Service during the war I feel sure we shall succeed in living to see 'Aviation reach its own.'"

British Makers To Cheaper Dyestuffs

(Reuter's Service)
London, April 7.—Presiding at a luncheon of the British Dyestuffs Industry Corporation at the Savoy Hotel, Brigadier-General Sir William Alexander said that the Corporation had lately concentrated on cheapening their products, and that he was satisfied that, with the return of normal international financial relations, they could compete with the Germans even in the most complicated dyes.

He mentioned that 1,400 dyestuffs had been placed on the market and that thousands of others had been prepared. A new group of colors of wide range, for dyeing artificial silk had, he said, recently been discovered.

Grateful Tenants Proffer Tablet To The Mixed Court

The Mixed Court has replied to the General Tenants' Union declining the gift of a tablet to be hung in the courtrooms.

The tenants association offered to present a tablet inscribed "Serving Stars of Shanghai Residents" to the court because of the fair decisions handed down in rent disputes between tenants and landlords.

Call
West 189
Ford Hire Service

DECLARES SOVIET WILL HELP EXPEL SIBERIAN INVADER

Promise Made At Anniversary Dinner In Peking

(Dalla News Agency)
Peking, April 7.—Mr. V. L. Pogodin, chairman of the Mission of the Far Eastern Republic in China, gave a banquet in honor of the second anniversary of the Far Eastern Republic. The banquet was attended by many prominent foreign and Chinese guests. Mr. Pogodin delivered a speech, reminding his hearers of difficulties which the people of the Far Eastern Republic and the Government have overcome and are overcoming and drank to Soviet Russia's prosperity.

Mr. V. L. Pogodin, the Plenipotentiary of Soviet Russia, congratulated the Far Eastern Republic, saying that Soviet Russia has peaceful intentions. Soviet Russia, he said, had shown the possibility of resisting foreign aggression and attacks from different corners, and added that Soviet Russia would support and assist the Far Eastern Republic against foreign aggression. Major Faymonville, the American Military Attaché to the Far Eastern Republic, said America realized that foreign intervention is futile and that America "would give the kind of help that the Russian people themselves desire."

Mr. Shao, the representative of the Chinese newspaper Chingpao, spoke in Chinese. Mr. Clark, editor of the Peking Leader, and Mr. Nachbaur of the Journal de Peking also delivered speeches. Shanghai representatives of the Chita government take strong exception to the statement from Vladivostok, from Japanese sources, to the effect that it was the Chita soldiers who fired the first shots in the recent engagement near Spasskoe. This is vigorously denied, and the counter statement is made that the Japanese were the aggressors. In support of this they cite the communique issued by the Chita army headquarters, as follows:

"On the morning of April 2 our vanguard reached the village of Eusevka. Our messenger with a truce flag was sent to Spasskoe near Eusevka on the Ussuri river to inform the Japanese command that the sole purpose of the Peoples Revolutionary Army was to pursue the Kappelists and that the Peoples Revolutionary Army had peaceful intentions toward the Japanese troops."

"Replying, the Japanese ordered our vanguard to be disarmed within thirty minutes. Later the Japanese troops suddenly started to attack with large units and opened intensive firing sustained by rifles, machine guns and artillery. Our troops sent a messenger of truce informing the Japanese command that the Peoples Revolutionary Army did not receive orders from its command to clash with the Japanese and therefore were retiring from Eusevka and requesting the Japanese to cease firing."

"Our vanguard retreated without firing a shot in a direction four

miles north of Eusevka after having lost thirty wounded and killed including the assistant chief staff of the regiment, Vassiliev. On the morning of April third Japanese aeroplanes dropped bombs on Vladivostok occupied by us. In the afternoon our reconnoitering parties reoccupied the village of Eusevka left by the Japanese.

"Again continuing the pursuit the Peoples Revolutionary Army struck the Kappelists who suffered many losses. The commander of the Kappelist rearguard, General Mohin, has been killed."

FAMOUS SURGEON ARRIVING TODAY; TO LECTURE HERE

Dr. Elliott Grey Brackett, noted orthopedic surgeon, of Massachusetts General Hospital, who arrives here today by the steamer Empress of Russia, will deliver a series of lectures in Shanghai this week.

Tomorrow, Tuesday and Wednesday Dr. Brackett, who is professor emeritus of Harvard University and was in charge of all orthopedic hospitals for the United States Army during the war, will lecture at St. Luke's Hospital between the hours of 5 and 6 p.m. The lectures are under the auspices of the Shanghai Medical Society, the National Medical Society of China, and the China Medical Missionary Society.

Tomorrow night Dr. Brackett will be the guest at a dinner to be given by Dr. W. S. New, of the New Nursing Home, who studied under him in America and on Tuesday evening he will be the guest and principal speaker at a dinner to be given by the National Medical Society of China. He will also speak at St. John's University during his stay here and on leaving will deliver lectures in Tsinanfu, Peking and Changsha.

HOW TO KEEP FIT. Make Yourself Disease-Proof

Germs of all kinds are continually entering our systems; they are in the food we eat, the air we breathe, and the water we drink. Some are quite harmless, and even beneficial. Others are highly dangerous. But if we are fit and well these dangerous germs have no effect upon us, because they cannot live in a healthy person. It is when our blood is impoverished that the disease germs obtain a hold on the system.

That is why it is important to keep yourself fit by maintaining a plentiful supply of rich red blood. Dr. Williams' pink pills have achieved fame for their remarkable bloodmaking powers. The new rich blood created by these pills builds up the whole system and helps it to resist disease. The success of Dr. Williams' pink pills in many thousands of cases of anemia, indigestion, rheumatism, nervous debility, and other ailments due to poor blood is because these pills reinforce the blood supply, purifying and enriching it. Now is the time to begin Dr. Williams' pink pills. Get a supply from any dealer; or direct and post free at \$1.50 the bottle, \$4.50 for 6 bottles, from Dr. Williams' Medicine Co. 98 Seehuen Road, Shanghai.

Suppressed Society Sends In Petition

(Reuter's Pacific Service)

Peking, April 5.—Following the suppression of their organization by the police a week ago, the members of the "Popular Association for the Supervision of National Finance" have petitioned the Government asking that they be permitted to continue their activities.

The petition points out that in the absence of a Parliament there is no popular body to keep a check on the finances of the Government and it was the object of this organization to do so. The petition has been referred to the police for consideration.

Wedding

BROWN-SHUB

A very beautiful home wedding took place yesterday afternoon at the residence of Miss Elizabeth Brown, when Mr. Paul Wentworth Brown, Executive Secretary of the Shanghai Navy Y.M.C.A., was married to Miss Hazel Mande Shoub. It was a very quiet affair, only the most intimate friends being included in the invitation list.

Mr. George Compton Kerr and Mr. J. Irving Parker were the ushers and before the ceremony Miss June Patterson sang "O Promise Me" and "I Love You Truly." The altar had been arranged between the windows, and was banked with palms and flowers. Miss Frances Taylor played the march from Lohengrin as the bride

came down the stairs to the altar where she was met by the groom. The ceremony was performed by the Rev. Luther B. Freeman, pastor of the Community Church, assisted by Bishop L. J. Birney, the Episcopal ceremony being used.

The bride wore a very lovely gown of white crepe de chine and chiffon, exquisitely embroidered, with a veil fashioned in a coronet of lace. She carried a shower bouquet of white roses and sweet peas. After the ceremony an informal reception was held, and the happy couple were showered with congratulations.

The decorations were in the Springtime flowers, daffodils and marguerites being massed in all the available spaces, forming a charming background for the bridal party. In the dining room the same color scheme of yellow and white was

carried out, the bride's cake being surrounded by daffodils and sweet peas. Miss Brown was assisted by the following ladies: Mrs. L. J. Birney, Mrs. A. P. Chase, Miss Melissa Davis, Mrs. Sarah E. Taylor and Miss Lucille Douglas.

Many beautiful gifts were received, including a number from the homeland. The bride was wearing away gown of gray and rose, with matching hat and shoes. Mr. and Mrs. Brown have gone to Kuling for their honeymoon, and will be absent about two weeks.

In addition to all kinds of Books

we sell
All—silk Socks and Stockings,
Chinese made, all sizes & all Colours.
Ladies' Stockings, ... at Mex \$2.35
Gentlemen's Socks, ... at Mex \$1.30

Tennis Shoes, both black and white,
for Gentlemen, Ladies, and Children.

Chow Tzu Kong, Book Store 周樹西書號
111 SZECHUEN ROAD, SHANGHAI.
(Telephone: Central 8510.)



THE VOGUE OF ORGANDI

(Genuine Swiss Organdi)

Organdi in all its forms satisfies a definite longing for the "something new" which women of originality and discrimination have experienced.

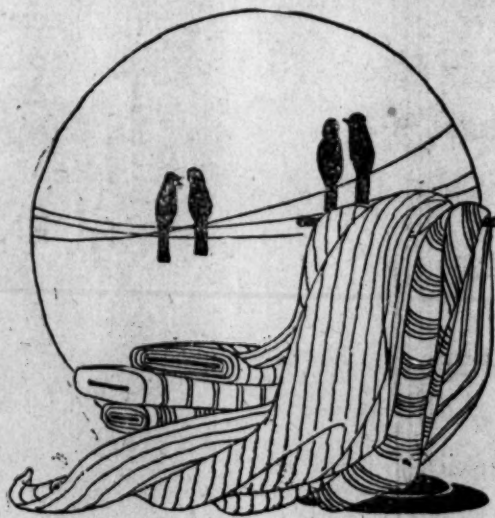
In the air of youthfulness, which it gives to the wearer, lies the secret of its extreme popularity at the present time, and it can be treated in such a variety of ways that it cannot but appeal to all.

The great fault of some Organdi is that it does not retain its characteristic stiffness after washing, but the kind we are showing bears a label which states that the original stiffness and transparency is preserved.

White and Coloured Organdi, Plain and Embroidered

Embroidered Voiles

A new Feature
in Summer Materials
Exclusive Designs
and Colours
Imported Direct
From Paris.



Printed Voiles

Our Stock of Printed
Voiles Embraces a most
Exclusive Collection and
Presents the Widest
Possible Range to
Select From

Millinery Department

Hats for Easter

Each origination a complete expression of
all that the most discriminating woman
demands in Millinery.



WEEKS & CO., LTD.



When your teeth begin to
decay your health suffers.

Defective teeth cause pain, neuralgia, indigestion and offensive breath, while many cases of stomach and intestinal trouble may be traced to neglected teeth.

EUMINTOL

Preserves the teeth

It is highly antiseptic and quickly kills the germs of decay. The refreshing sensation it leaves in the mouth after use is delightful. It cleanses and sterilises the teeth, sweetens the breath and keeps the mouth in a hygienic condition.

Eumintol is sold at \$1.00 per bottle by

A. S. Watson & Co.
(The Shanghai Pharmacy, Ltd.)
16 Nanking Road.

There's
something
about them
you'll like.

A full page
ad could
promise
no more

Trade
Mark



Twenty to
the package

**Herbert
Tareyton**
London Cigarettes

Classified Advertisements

3 Cents a Word
Minimum Charge
60 CentsWe are the
SOLE AGENTS

DISTRIBUTORS

"GERMIL"

The Ideal Antiseptic and Disinfectant

Large Stocks Carried

Let us quote you on your requirements
Sample and Price List sent on request

The Jepsen Trading Co.

130 Szechuen Road, Shanghai.

Phone C. 7184.

47216

DR. F. FRANEK, M.D.

Specialist in Urinary

Skin and Internal Diseases (Latest

European methods of treatment)

21, Nanking Road.

Consulting hours 11-1, 4-6.

33984

NOTICE

THE Shanghai New Tutorial

Classes for English, Mathematics,

Book-keeping, etc., are now located

at 9 Hankow Road (Apartment

14). For terms, etc., apply

(by appointment) Mr. K. D. Mistry, B.A.

47263

NOTICE

Prof. I. K. Seto and Madam Fumi

Seto, expert Japanese managers be

to announce that they have re-

moved to Wanchang Road, Shi-

kong Lee, P.T. Give treatment at

the above address or your re-

sidence. Telephone N. 2353.

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

47234

All Advertisements must
be prepaid. Replies must
be called for.

LOST AND FOUND

LOST. Lady's gold wrist watch
with gold bracelet. Monogram
A. L. R. on back. Liberal reward.
Reply to Box 1019, THE CHINA
PRESS.

47476 A 12

SITUATIONS WANTED

YOUNG man knowing German, as
well as English, with thorough
knowledge of accounting and
general office management, seeks
responsible position with well
established firm. Apply Box 1011,
THE CHINA PRESS.

47468 A 11

YOUNG man with 10 years ex-
perience in general office work
seeks position. A.I. references.
No objection to outport. Apply
to Box 994, THE CHINA PRESS.

47427 A 9

The Dason Dairy

under foreign supervision

53 Edinburgh Road

Tel. W. 2966

Pure Fresh Milk

(American & Dutch-bred Cows)

Delivery twice daily

46953

TSINGTAO

1922

SEASON

The Hotel-Pension-Seaside has
been enlarged and improved and
is now a nice little hotel with 20
rooms, a large dining room with
verandah attached, a nice garden,
tennis ground, auto-garage, etc.

Tel. Addr: MONCHEN.

ELECTRIC ARC

WELDING

We wish to announce that we
are now in a position to do any
type of welding work.
Telephone our office and our re-
presentative will be glad to call
on you and submit prices and
samples of our work.

C. 6563

UNITED PRODUCTS CO.

18, Jinkee Road.

47311

Dr. J. Podp akh, M.D.

German University (Berlin)

Diagnostic cabinet for Urinary

diseases.

Specialist in female diseases
conductions, surgical, internal,
kidney and bladder diseases
venereal and skin diseases. Latest
methods of diagnosis and treat-
ment. Ultra-violet rays and
electrical treatments. Analysis of
blood and urine.Consulting hours (daily, except
Sunday): From 10 to 12 a.m. and
3 to 6 p.m. (for by special ap-
pointment). Telephone C. 434
14 Kinkang Road, corner Kinkang
Road, Ears Building, 3rd Floor
(opposite Hotel Kalee).

44625

No. 71

The old favorite. Still un-
rivaled. It does what we say it will.
Soothes the throat and relieves
the cough.

Stocked by all Chemists,

ALLEN & HANBURY, LD.

Dr. E. G. Lobzowsky

DENTIST

Four Years' Practice in

New York.

Painless Extractions, Plate Crown
Bridgework, Gold and
Porcelain Inlays.
Office Hours: 9 to 12; 2 to 6.

No. 3, G. Pekin Road

Tel. Central 1125

Dr. I. KURAHARA, M.D.

(Formerly member of the Kitazato

Institute of Tokyo).

No. 21A Haining Road (near Vic-

toria Theatre), Tel. N. 2279.

Skin, venereal and internal

diseases, the treatment of X-

Ray and Diathermy.

Bacteriological and Serotherapy

Laboratory now opened.

Blood tests by the genuine Wassermann

method's reaction.

Home consultations will be attend-

ed to in the evening.

Office hours: 8-12 a.m. and 2-4 p.m.

APARTMENTS TO LET

SPEAKIN' 'bout the Pomeroy-Couch
Suit! Get this! He had been living
at the Hotel and his rates
were being raised by about \$70 a
month. ... Witness was paying
something like \$300 at the Hotel.
He could not get rooms anywhere
else in town. He tried for ten nights
but failed. (China Press)Red lights Lira over the too much
and curtain slowly descendin', how
do they get that way? Say! Read
my ad! Save your time and
money! I have vacant now a Two-
room apartment, with private bath-
and say man: FOOD ... well I'm
too modest to boast, but I ask you:
Do you like, tender fried Spring
chicken (open season now) hot
biscuits, juicy T-bone steak, corn-
bread, and real "Steamin' flavorful"
Coffee, and all those good old-
fashioned cuts we had "house-
made" in Shanghai, and I've got the
cleanest rooms in everything you've
crave. What I'm askin' myself
(and it ain't because I've got so
much money in the Bank that I
talk that way) "Where are those
two fellows or couple (Or their is-
room for three) who want to get
the job of their young life, when I
tell 'em my rates, and prove that
I'm givin' 'em it, and ... it ain't
nothing like \$300 per each at all."
ELMONT, 18 QUINSA
GARDEN and thank you "Domino"
every little bit helps.

47500 A 1

UNFURNISHED flat, 4 rooms, 2
bathrooms, to let in Central
district. Lease can be taken over
State telephone No. Apply to Box
1067, THE CHINA PRESS.

47517 A 1

FLAT or rooms, unfurnished
(verandah), hot, cold water
Sanitary plumbing, Call 6 p.m., 8
Edinburgh Road. Telephone West
1294.

47565 A 9

APARTMENT for rent, three
rooms, bath. Cheap rent, no key
money. Apply 23B East Seward
Road, 30-3 p.m.

47525 A 9

FURNISHED rooms or flat in
French family, suitable for married
couples or bachelor friends. Phone
Modern conveniences, French
cuisine. Two minutes from tram
Apply 83 Route des Saules.

47534 A 14

TO LET in private family a flat
of two well furnished rooms
bathroom, telephone, Full board.
Suitable for a married couple or
two bachelors. 490, Rue La-
fayette, near French Park. Phone
W. 1881.

47549 A 14

TO LET in private family a flat of
two well furnished rooms, all
modern conveniences, bathroom
parge. Full board. Suitable for
married couple or two bachelors.
Apply 1269 Rue Lafayette, near
Route Pichon.

47472 A 12

TO LET, nicely furnished flat of
three rooms, verandah. Bathroom
fitted with geyser and kitchen
facing South. Also one large bed-
room, use of telephone, in Central
locality. Address: Box No. 1027
THE CHINA PRESS.

47501 A 12

FLAT, 8 rooms, 4 bathrooms
kitchen, servants quarters, in
Central district. Lease can be taken
over. Excellent opportunity for
boarding house. Give telephone No.
Apply to Box 1046, THE CHINA
PRESS.

47577 A 11

TO LET a 2 roomed flat and private
bath, geyser and kitchen either
furnished or unfurnished. Apply
at 618 Rue de l'Observatoire from
10 a.m. to 4 p.m. Telephone W. 2547.

47470

TO LET, May first, flat of two
rooms, kitchen and bath with
geyser. Also one small room for
bachelor. Apply to Box 988, THE
CHINA PRESS.

47409 A 12

A flat of two or four well furnished
rooms to let with full board ser-
vices. Excellent cuisine. All
modern conveniences. 192A Bub-
bling Well Road.

47434 A 8

TO LET, immediate possession, one
office-room on the ground floor at
No. 1, Balfour Road. Apply to A.
C. Patel & Co.

47642 A 5

TO LET two office rooms on ground
floor, Central district. Apply to
Box No. 1080, THE CHINA PRESS.

47507 A 9

TO LET. Offices and godown, 11
Avenue Edouard VII. Apply to
Rachne and Cie.

47443 A 13

TO LET, small office in Szechuen
Road, corner of Nanking Road.
Rent includes taxes, telephone,
lights. 75 per month. Telephone
C. 2097.

47446 A 11

USED CARS

FOR SALE. Austin-20 Roadster.
Just repainted and varnished. In
perfect condition as new. Fitted
with best English made body by
Regent Carriage Co. London.
Original cost of car 715, 2550. Will
sell for 715, 2550. Address to Box
No. 1070, THE CHINA PRESS.

47571 A

FOR SALE. One 6-cyl. BUICK tour-
ing car, 1920 model, in excellent
order and condition. Also One
6-cyl. BUICK touring car. For
further particulars please apply to
The Shanghai Horse Bazaar &
Motor Co., Ltd. Telephone: West
1641, 1642 and 1543.

47553 A 12

FOR SALE. Willys-Knight limous-
ine, American make body, 7-seater,
newly new. Apply to Box 1064,
THE CHINA PRESS.

47575 A 12

WANTED to buy second hand Ford,
Overland or Chevrolet, must be in
good running order, 5-seater
preferable. Reply state price to Box
1047, THE CHINA PRESS.

47544 A 9

WANTED for cash, light car,
American make, preferably Ford.
Must be in good mechanical con-
dition. Address to Box No. 1062,
THE CHINA PRESS.

47555 A 11

WANTED. Good second hand four-
seater car, French make preferred.
Apply to Box 1043, THE CHINA
PRESS.

47539 A 11

FOR SALE. Scripps Booth Coupe,
excellent condition. Price mod-
erate. Apply to Box 1045, THE
CHINA PRESS.

47541 A 14

REAL BARGAINS. One brand new
4-seater Special-Six Studebaker
Roadster car and accessories com-
plete with extra electric Klaxon
horn, search light, spare tyre and
road guard. Smart and attractive
in appearance. Also one 7-seater
Paige car with accessories complete,
practically new and in excellent
condition. Best car of its kind in
Shanghai. Best real bargain. For
further particulars apply to Box
1029, THE CHINA PRESS.

47503 A 11

SITUATION VACANT

WANTED: Young lady who speaks
English, French or German to
take charge of 6 year old girl.
Please state experience, salary
expected and references to Box
1069, THE CHINA PRESS.

47581 A 11

SHROFF wanted, must have
security \$2500 cash. Apply:
Shanghai Jewish Club "Ahduth",
Seward Road.

47559 A 9

ENGLISH family leaving for
Pethalho, June, and Europe early
1923, requires immediately French
overseas. Please apply in first
instance to Box 1065, THE CHINA
PRESS.

47578 A 12

WANTED experienced stenographer
y local bank. Please apply stating
previous experience and salary ex-
pected to Box 1051, THE CHINA
PRESS.

47564 A 9

WANTED by an American firm a
competent stenographer. Apply to
Box 1032, THE CHINA PRESS.

47509 A 9

WANTED, stenographer, good
Chinese for extra work outside
office hours. Apply to Box 1034,
THE CHINA PRESS.

47512 A 9

WANTED young lady with some
knowledge of advertising work.
Should be of British or American
nationality and of good appearance
and address. Apply stating
particulars and references to Box
1029, THE CHINA PRESS.

OFFICES TO LET

OFFICES for rent in modern
building, Central location. Moderate
rent. Immediate occupation
apply to Box 712, THE CHINA
PRESS.

47325

MISCELLANEOUS

TYPEWRITER REPAIRS
under supervision of a foreign ex-
pert. Special terms on yearly
contract. THE OFFICE APPLI-
ANCE CO., 22 Nanking Road,
Shanghai.

47642 A 5

TYPEWRITER HIRE
45946 M.1.
A European, (30), wants to join
a tennis club or party. Kindly com-
municate with Box 1053, THE
CHINA PRESS.

47558 A 11

PIANO TUNER AND REPAIRER
Goldemar Rumborg offers his
services. Five dollars charged for
each service. Considerable discount
for yearly basis. Phone C. 599,
Avenue Joffre 245.

47460

HOUSES TO LET

PEITAIHO, Lan Shih Shan summer
resort. First class board and lodg-
ing reasonable terms. For further
particulars apply Henry W.
Krippendorff, 14 Chekiang Road,
Tientsin.

47539 M 1

TO LET, near French Club, semi-
detached house, with two vari-
dasha, modern plumbing, gas, elec-
tricity, garage, stabling and gar-
den. Rent very moderate, but fur-
niture and fixtures must be taken
over. Immediate possession. Apply
to Box 1044, THE CHINA PRESS.

47541 A 14

LARGE new unfurnished modern
residence equipped with sanitary
plumbing, 2-stories, with finished
attic rooms and ample service
quarters. Garage, tennis court,
garden, etc. Location, Rte. Amiral
Courbet north of Rue Ratard. Open
to inspection. Rental 715, 300. Apply
Hua Feng Co. P-59, Nanking Road.

47523 A 12

TO LET, Wayside district, five
roomed furnished house. Fittings
and furniture to be taken over at
\$1,400 or nearest offer. Apply to
Box 1040, THE CHINA PRESS.

47531 A 11

NEW residences to let in Western
district, with tennis court or
garden, garage and all modern
conveniences. Occupation June
Terms moderate. Please apply to
The Shanghai Trust Company, No.
9 Ningpo Road.

47533 M 1

TO LET, in part or whole, house
of twelve rooms, besides kitchen
and servants' quarters, on Kiehlin
Hill, facing the picturesque West
Lake, Hangchow. Apply Dr. Chee
Tao, 2 Fuloong, Hangchow.

47487 M 5

TO LET. Peitaiho. Several
houses, completely furnished, rang-
ing from 3 to 12 rooms, situated
near or on the beach. Apply
Henry W. Krippendorff, Tientsin.

46303 A 14

HOUSE BOATS FOR HIRE

FOR HIRE: Comfortable house
boats, well found in every respect.
For particulars please apply by
letter to J. J. Muirhead Road.

45674 M 6

ROOMS TO LET

TO LET Luxuriously furnished
rooms with private bathroom and
modern plumbing (with geyser)
excellent cuisine, under personal
foreign supervision. All modern
conveniences. Separate tables in
dining room, and also a sitting
room. Inspection invited apply to
Bellevue House, 34 Haskell Road,
off Range Road. Phone N. 255.

TO OPEN FIRST FOREIGN BANK IN WEST CHINA

American-Oriental Institution Begins Business in Chungking Tomorrow

Word has just been received from Chungking that the American-Oriental Bank of Szechuen is opening its main office in that city on April 10. This bank is controlled by the Raven Trust Co. of Shanghai and will be operated as an American corporation under the laws of the State of Connecticut. Mr. A. J. Heald and Mr. Hugo Sandor, both previously connected with the local American-Oriental Banking Corporation, the former being Cashier for several years, have been at Chungking since November preparing for the opening and will remain in charge of the bank's affairs.

As the only foreign bank West of Hankow, the management expects the institution to meet a real need in connection with the financing of trade with Szechuen. A general banking business will be done, including the handling of current and savings accounts, but special attention will be devoted to the transfer of funds between Shanghai and Chungking by telegraph, draft, or the purchase of clean and documentary bills. The bank will be conducted on the same general lines as the local American-Oriental Banking Corporation and will aim to render its depositors and customers a personal efficient banking service.

St. Mary's Hall Notes

On Friday, April 7, the students of St. Mary's Hall celebrated the start in building the new school. A half-holiday was given and the entire school marched over to the new land, which is situated on Brennan Road just beyond the Jesuit Railroad Station, for the ceremony of "breaking ground."

The students were accompanied by a large number of alumnae and friends, the Senior Class at St. John's University and the Boy Scouts; and they made a pretty bit of color with their many school and national flags.

Before leaving St. Mary's Hall, they had a short service in the Assembly Hall, conducted by Dean Nichols.

At the new grounds, after Dean Ely had explained the sites of the buildings for the new school, every one gathered at the location for the new gymnasium. This is the building that has been given by St. Mary's Alumnae.

After a prayer by Dean Nichols there was the "Breaking of Ground" by Miss L. Graves (Acting Principal), by the Senior member of the Alumnae and by the President of each class in the High School, of Grades 8 and 4.

The Doxology was sung and then there was a tree planting by representatives of the High School, Preparatory and Primary Departments. The meeting ended with songs and cheers, the St. John's Boy Scouts giving their famous "Buildings Song" at the end.

It has been promised that the entire plant, of eight or ten buildings, will be ready for occupancy within two years.

NEW HEBRIDES

(China Press Service)

Paris, April 7.—M. Sarraut, the Minister of Colonies, today addressed the Finance Committee of the Chamber in support of the draft convention relative to the New Hebrides and the bill authorizing the purchase of bonds of the French Society of the New Hebrides.

The Committee expressed the opinion that the convention did not adequately safeguard French interests and deferred a decision pending amendments.

World Famed Violinist Soon To Be Here



EFREM ZIMBALIST

Zimbalist, acclaimed as one of the world's greatest violinists, has sailed for Shanghai and will arrive here on the Keystone State on April 18, with his accompanist, Mr. Gregory Ashman, according to a wire received by Mr. Sirok, manager of Zimbalist's Oriental tour. Two concerts have been arranged to take place at the Town Hall on the 20th and 22nd, when Shanghai music lovers will have the first opportunity in trans-Pacific lands of hearing this wonder worker of the bow and "Strad."

In some ways Zimbalist is the greatest living violinist, having reached certain heights which neither Kreisler, Mischa Elman nor Kubelik could attain, while they in turn have certain qualities that are as much the product of their own genius as was the art of Cellini. Certainly Zimbalist has scored triumphs that no other violinist has been accorded, and his concerts in Shanghai will give the music lover an opportunity of contrasting the work of this master with that of another who awoke storms of applause that rocked the walls of the Town Hall a little over a year ago.

Zimbalist is one of the few violinists that possess a Stradivarius instrument that can be traced directly from the maker's hands to its present owner. It is one of the four great examples of the Stradivarius violin in the world and as the other three are in museums, Zimbalist may be said to possess the most costly "fiddle" in existence. This word fiddle is applied in no disparaging tone, but as a dignified term that far antedates the current term violin as does the Latin language the Italian. For fiddle is a direct descendant of "vitellus" the feast at which a calf was slaughtered and at which the "fiddle" was the proper instrument to accompany the dancers and apostrophized as "Fiddle which Apollo gave to the Muses, violet crowned! 'Tis thee when opens the revel, our flying feet obey."

Stradivarius was not the only maker of violins and his teacher, Nicholas Amati, grandson of the first Amati, he who turned that uncouth fiddle into the graceful line it bears today, was certainly a great maker in the minds of

into the vibrant curves that a misent of a thousandth of an inch would ruin, getting at naught the years of growing and seasoning and watching.

It takes fifty-seven pieces of wood to make a violin and they include many varieties of forest growth. The belly is of fine perfection of grain, the back is of symmetrical or other harder wood chosen also for qualities that escape the casual eye and to these two pieces, hollowed to a perfectly graduated and proportioned thickness, primarily is due the tone of the instrument. The sides, or ribs, with their intricate curves are reinforced by pine blocks fastened into place with glue from the air bladder of certain kinds of fish—so that even the glue in a violin may have its peculiar "sounds."

But why detail the building of the violin which for intricacy and accuracy of fit in its every part is scarcely surpassed by any work of man. Like the tree in the forest that awakened no echo, there is no ear to hear, it is the man and not the machine that makes the music. Be the instrument ever so beautifully made, without the sure touch of the master on bow and strings, it is as mute as was the tortoise shell from which Apollo evolved the lute.

With almost any other violin, Zimbalist could make music, but the millions who have shuddered with delight and rapture, to wake into storms of applause at the magic of his bow, testify to that marvel of co-ordination in music, the master and the instrument whose spell Shanghai is to experience within the fortnight.

RULES FOR SCRAPPING

(Reuter's Service)

London, April 7.—The text of the Limitation of Naval Armament treaty, as agreed upon at Washington, was issued today. It gives details of the capital ships which may be retained by the contracting Powers, together with the rules for scrapping war vessels and the replacement of capital ships etc.

The book also includes the treaty relating to the Chinese Customs Tariff, as agreed upon at the Washington Conference.

A. B. C.

The wonderful A. B. C. underwear and shirts can keep you cool and comfortable in Spring and Summer. We manufacture several styles of goods from A. B. C. Cloth. Our goods are superior in quality and workmanship than any of the similar goods in the market. Our special features are buttons sewed securely by the home trained women workers so they will last as long as our goods.

Special orders of different styles for ladies and children from given samples, and larger or smaller than our standard sizes for men will be skillfully executed to meet your taste. Our representative will call on you when information received. Styles and Prices in Shanghai Currency.

per piece

Under Shirt (sleeveless)	\$1.25
Under Shirt (short sleeves)	1.35
Under Draw	1.25
Union Suit	2.35
Shirt with Soft collar	2.75
Shirt without collar	2.75
Sport or Tennis Shirt	1.75
Athletic Shirt	1.75
Athletic Draw	1.50
Pajamas per Suit	3.50

China A. B. C. Underwear Mill
8-699 Markham Road
Telephone W. 2926



BIG ASSORTMENT OF CHOCOLATE, EGG, SUGAR AND NOUGAT EGGS.

Chocolate Rabbits and Chickens

GOOD FRIDAY

HOT + BUNS

SEND IN YOUR ORDERS EARLY.

CAFE FEDERAL

6, BROADWAY

PHONE N. 2242

SINCERE & Co., LTD.

Department of Men's Wear

The Newest Ideas

SHIRTS, latest striped effects

NECKTIES, in beautiful shades, designs, and rich material. Knitted Four-in-hands etc.

COLLARS, in pace with the most up-to-date shapes.

YOUR NEW STETSON

is here, in a good range of choice.

Priced remarkably low.



THE

SHOE DEPARTMENT

is showing some very pleasing styles of the season.

SINCERE COMPANY, LTD.

A Delicacy

that will be welcome on the most fastidious of tables.

French Anchovies in Olive Oil

The shipment has just arrived. Put up in bottles.

ALSO

FRENCH OLIVE OIL

You know that is the best to be had.

And When You Go On Your House-boat Trip—Here are a few things to take along.

Robert Porter's "Bulldog" Brand Light Ale Stout
American Biscuit Co. Soda Biscuits In Tins 3 & 5 Pounds

Tinned Meats, Sausages, Fish In Tins Fish Paste, Relishes.
Let Us Show You Our Lines.
Also Jams And Tinned Fruit

Prime Cheese
Australian Bacon
Pickles
Canadian Potatoes
Meats
Vegetable
Poultry
Groceries.

"The Quality is the Thing"

BUTCHERY WEST 800

DOMBEY & SON Ltd.

GROCERY WEST 641

150 BUBBLING WELL ROAD—SHANGHAI

Prescription Pharmacists



The Eagle Drug Co., Inc.

Tel. C. 7097 P527 Nanking Road

ASTOR HOUSE BEAUTY PARLOR

Room No. 58

American Methods by Expert Operators as used in the

56 Establishments of Messrs. Sellman and Latz in the principal Cities of the United States.
Marcel Waving, Fancy Hairdressing
Parisienne Pack, Facial Massage, Henna Hair Dyeing, Shampooing, Manicuring,
Vibratory Scalp Treatment

OUR SPECIALITIES

Latest Hair Goods carried in stock,
Orders for Special Work Solicited

46717

Bruce Hopper Takes Us Through "China's Back Door"

By Bruce Hopper

III. Of Tedium, thy traveling name is slight-seeing, than which nothing so quickly dries up the brain, and kills the joy of the open road!

The traveler who tries to see all the sights in the world dies young, from eye-fatigue. It is too exhausting for mortals. And it is folly. The keenest pleasures come from the things we have missed.

The little god of vagabondia demands that there be contentment among his followers, a freedom from schedule, hurry, worry, or undue concern for the scenery. One must revel in the open road, and perplex not at all with the tangle of the morrow.

Inexperienced travelers carry with them more "face" than decorates the Sphinx. It is not fair to themselves, nor to the countries visited. Life, teeming life of the town, or idyllic life of the lanes and hedgerows, can seldom be found by following the guides of tourist agencies. Nor are the colors of the native ever seen in the gaudy show places and expensive hotels built for the foreigner. One must go to the quiet little restaurant, the street cafe, and the busy market place for indelible impressions in foreign lands.

INVENTORATE LEGISLATOR

Thus reasoned Gus and I in starting our Falernian tour. We wanted to see each country through the eyes of the native. That ambition involved much discomfort. But we had left fastidiously behind on Avenue du Bois de Boulogne. We wanted to sleep on the desert sand, roll in the Nile mud, ride the camel, elephant, and bullock and do everything said to be rough.

While avoiding all tourist activities and schedules we devised one plan which we considered vital to the collective happiness of the party. There was to be no duplication of effort. Conservation of energy was the end to be obtained.

Gus made rules as willingly as he smoked a Dunhill. Should I indicate a point where he departed from self-evolved rules he would make another to meet the unfortunate tendency, and go on conserving energy in the lounge chair.

The big system, however, was sacred. Its laws were as immutable as the laws of the Medes and Persians. There were two roles, the financier and guide, whose duties did not overlap. Each was a check on the other, but the financier was supreme. The roles alternated each midnight.

The financier carried the party funds, and the cigars. This guide was not allowed cigars save through the indulgence of the financier. The better bed in the room, the seat by the window on the train, the choice of berth in the cabin, all the superior comforts went to the financier by right of office. On a long sea voyage the choice of berth was decided by flipping a coin. But on land the man with the money ruled by whim, logic or caprice. He always passed first, but if his air was too superior the tables would be turned the following day. Rotation thus checked serious abuse of office.

THE LOWLY GUIDE

The guide's position was lowly. He demonstrated the subservience of brains to capital. He had to study the books, and prepare meaty lectures for the all-absorbent mind of the financier. After morning coffee the guide would outline his possibilities for the day, while the financier read the newspaper, or lingered in the bath.

When arriving before some wonder of art the guide would deliver his speech for that place. Sometimes the financier expressed ideas at divergence from those the guide had picked up from the critics. An argument would ensue, and art criticism would be enriched by many similes racy to the soil. The prevailing feature of the financier's judgment upon the guide's performance was lucid candor. No one's head was turned.

The guide ordered the meals, tended to the luggage, and served the great man. Sometimes it was necessary to visit officials and dignitaries. At these interviews the financier did the talking, merely asking the guide to corroborate some hazy fact. The reputation we left was that we were collectively an arrogant gentleman and an obsequious valet. But the gentleman and the valet were interchanged in different places.

The Falernian tour progressed through various cycles of rules and humbug until we reached Agra. There we stood and wondered before the brilliant Taj Mahal. We were struck dumb by the moon. We

felt the tingling madness of the trance called Indian Night. DIPPY—AND THEREFORE

Sublimity in building art alone from the tomb. But we were bewildered. Here was something too magnificent to laugh at. It was impressive to a point of sadness. We turned to flee, each afraid the other was going to get emotional.

Our inarticulate flight carried us to the great gate. There we heard weird mummings. We stopped, listened, and scanned the shadows. A man was there, staring at the tomb in the attitude of standing prayer.

Unconscious of eavesdropping we approached the upright prayer, hoping to overhear the divine appreciation which our lips could not utter. The pearls of wisdom from the shadow were these: "I feel this in every fibre. . . I hear the cries of the workmen whose lives were lost. . . I hear the rustle of silk as the princess passes. . . Ah Shah Jehan, you have builded well! This is the dream in marble!"

Gus snorted vulgarly, and whispered to me: "This fellow is dippy, locoed, screw-ged, and deliberately going off his nut. Let's ask him to travel with us!"

I was forced to constrain Gus. We allowed the stranger to finish his devotions, and then waylaid him outside. He was bigger than either of us. Accordingly I considered the matter sufficiently delicate to demand tempered politeness. I said:

"Sir, we were rude inside, and trespassed upon your remarks about the Taj. May we apologise, and . . ."

"Yes," broke in Gus, "we liked your communion with the Muse, and spot it as a paragraph from Ferguson's 'Eastern Architecture.' [Why you talk like a phonograph! Where are you going? We are heading for the Monkey Temple at Benares, and we're looking for recruits!"]

HARD? WE'LL SAY SO!

The stranger gasped, like a man going down for the third time. The rush of words disarmed him. He was still charmed by the eloquence of his colloquy. It was a crisis, for, as I have said, the stranger was big, and Gus's assault had been unprovoked. So as financier I hastened to command Gus, the guide, to pipe down.

Then the stranger found his voice, and came out with: "Aw hell's affre! Where d' yuh get that Ferguson bull!"

I felt immediately relief. This man was really hard. Gus was a fake hard fellow. I sought to divert the talk by drawing elaborate attention to the brilliantly obvious fact that the Indian moon had more candlepower than all other moons. And Gus, impressed by the stranger's fearless manner, sacrificed me to his idea of humor by telling of my need to wear sun glasses at night in India to ward off moon madness. The stranger was thus propitiated, and we introduced ourselves properly. His name was Flash.

Flash had been a sailor, and knew many queer things about the stars. He spoke of star-board and port, called the floor the deck, and the hall the gangway. Also he had been a civil engineer, and an army officer in Siberia and the Philippines. He en route home via Europe. He had hoped to verify his suspicions about art in Italy and France, but when we saw the American gold he carried, and his graphlex camera, we persuaded him to abandon the esthetic uplift and ride on our merry-go-round with the little god of vagabondia.

ENTER THE SLAVE

With Flash added the government naturally evolved from a dumvirate to a triumvirate. We deemed it proper that capital should continue to dominate, and accordingly the additional rank was tacked on the lower end, the slave.

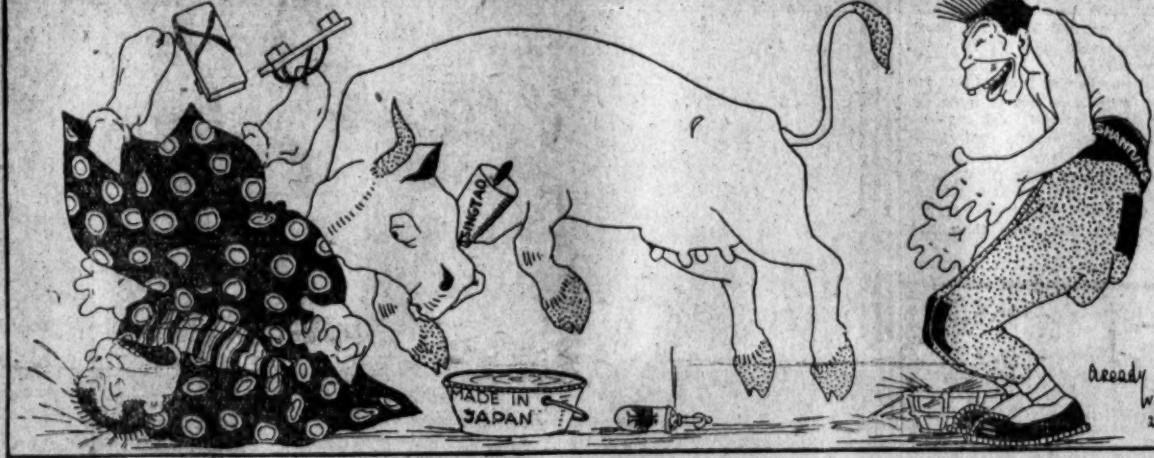
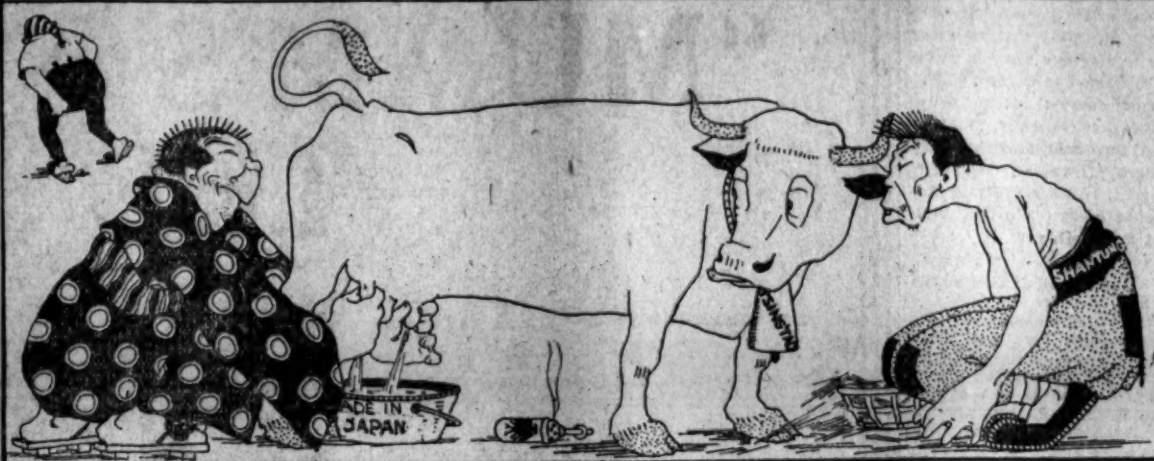
The slave's duties proved that the title was not an empty penance. He carried the books, and, in absence of coolie labor, the lunch. He stood at the door while the two great men visited the maharajahs; he helped them in and out of the carriage. He had to get passport visas, and put the luggage through the customs. In a word, he was the Helot, and not allowed to forget it.

The office of guide took on more prestige, and the financier became as powerful, within the group, as Croesus. But as the financier now rotated from opulence to slavery the check upon abuse of power was complete.

After a Darjeeling exposure to Mt. Everest, and unmentionable things in the City of Dreadful Night, we sailed our tropic way across the Bay of Bengal, and sought in earnest the splay road to Mandalay.

WHOA, NOW, BOSSY!

By Arcady



A fattened bovine you behold
Whose milk is worth its weight in gold!
Full many sought with envious eyes
To make their own this liquid prize.

Teutonia was the first to claim
The bounty of this placid dame;
"We'll share in her," she sweetly said;
"The udder's mine, you take the head."

"It's jolly fun," dear Nippon thought
"I'll play the game the Germans taught."
And so this dual ownership
Went on and on without a slip.

But gentle though the bovine be,
She hates this false dual-ty.
At length she turns with lowered head
Not bulls alone, she proves, see red!

A Tough Year, This, Says Ring Lardner

By Ring Lardner

WELL, friends, I have got some bad news today for my admirers and friends about something which is libel to mention it only I feel like it, would be best if people is prepared in advance for same rather than have it sprang on them without warning and besides they may be some of my readers that is in the same fix like I am and don't know it and I would be a fine stiff to not warn them and put them on their guard.

Well friends I suppose the most of you has heard of the science of astrology which is the same thing like telling your fortune from what star you are born under and personally I don't believe in most of these kinds of fads but astrology is more like a science and some of the smartest people in the world is adherents of same and they've been told what was coming off by reading same in the stars so a man would be a sucker to call it a fake and laugh at it when they're so many smart people has made it their life study.

Further and more I know of instances where astrologers has read a person's character without knowing nothing about them only where they had a astrologer and she would read your character for \$1.00 and I went in and she asked me when I was born and I told her March 6 and she says I was born in the sign Pieces and I was the kind of a man that everybody could trust and the kind of a man that always tried to do the right thing by everybody.

Well friends how is that for biting the nail on the head and I will swear that the lady never seen me before and did not know who I was as that was before my name was a household name and besides I didn't mention my name to the lady or at least not the right name. So you could hardly put it down for guess work and it looks like it would be silly to call it foney when they can get those kind of results.

IN FOR A TOUGH YEAR

So that is what makes this such a serious proposition which I have just had my tension call to it, namely a article wrote by an expert astrologer in regards to what is going to happen this year, to people that was born between February 27 and March 6 inclusive and if they're any of my readers that is in the same boat like myself and was born between them 2 dates why you and I my friends are in for a tough year.

Whether we are careful or whether we ain't careful things is going to happen to us this year, which we wished they wouldn't but we will get along a whole lot better if we don't do nothing on impulse as they say and also if we observe a few don'ts which the lady that wrote the article has wrote down.

The first don't is don't marry for 12 months. The second don't is don't change your job or place of residence. The third don't is don't make no investments. And the fourth don't is don't go on no long journey.

Well friends I am sorry to say that I have all ready went on a long journey this year before I seen the article but as for the second and third don'ts I will try and live up to them and the one about not making no investments will be all the easier on acct. of having made the long journey.

But it is certainly going to be tough to go a whole year without getting married and in this connection I might tell you another thing that was in the article namely that the tough luck people for 1921 was people that was born 4 week earlier, i. e. between February 20 to 28 but the people that was born on February 27 and 28 is also included in the hoodoo for this year and amongst the number that is fix'd for both years is Geraldine Farrar.

WARNING CAME TOO LATE

The article points out that Geraldine's home was broke up during 1921 but from all I heard that wasn't necessarily tough luck, but when I was reading the article I couldn't help from thinking what a dangerous thing it would be if 2 people like I and Geraldine, both of who is under the same sign, should get married to each other and personally I will do my best to avoid such a risque step and even in an ordinary year. I would think twice before marrying a opera star.

First thing you know she would cut loose and practice the mad seen from Lucy and probably sing it so loud that your other wife would hear it out in

the kitchen and would begin to get suspicious.

The article goes on to say that Geraldine and the other gals and boys that was born on February 28 should ought to be specially careful what they do in February, March, October and November. Those born on March 1 wants to look out for March, September and October.

As for we March 6 guys we are supposed to beware of July, August and October. Personally I wished I had beware of October last year and I would not of boughten \$88.00 worth of world series tickets for a friend of mine which he afterwards give me a sour check in payment for same.

SOME OF HIS OWN "DON'TS"

Well friends so much for the article and if they're any of my readers and admirers who comes under the head of same why I hope this warning will do them some good. And while we are on the subject of warnings it might not come a mile for me to issue a couple don'ts which I get right out of my own head and not out of no astrology book and these don'ts is addressed to people that was born between January 1 and December 31 and if they observe same it will save them a veritable hall of bad luck including a bust in the jaw.

1. Don't ask me for no world series tickets.
2. Don't tell me you know a place where they have got 8 percent beer.

The Instantaneous Diagnosis

BY IRVIN COBB

The traveling man had occasion to pass through the negro compartment of the train on his way to the baggage car, where he wished to open one of his trunks. He took note of a large, coal black person who slept audibly, with his head jolted back against the seat, his mouth afoam and his tongue hanging down on his chest like a pink plush necktie.

Now the traveling man was a practical joker. Also he had in his waistcoat pocket a number of 5-grain quinine capsules. He had been taking steps to ward off malaria while in the far south. Inspiration, full grown, leaped into his mind.

When he returned from the baggage car he held in his hand one of those capsules, with its top removed. Along the furry surface of that pendant tongue he gently sifted the crystals of quinine. The sleeper stirred but did not waken.

The wag halted at the rear door of the Jim Crow section to await results. Presently a fly lit on the nose of the slumbering one, and he sucked his tongue back inside of his mouth. Instantly he was wide awake. He spat violently, then arose with a look of deep concern on his face and headed for the back platform.

At the door he encountered the traveling man. "Mister," he demanded, anxiously, "does you know of dey's doctor on dis yere train?"

"Who needs a doctor?" countered the white man.

"I does, tha's who. 'Are you sick?'"

"I shores is. And what's more, I knows what ails me, and I knows I needs to git a doctor right away."

"Well, what does ail you?"

"Boss, my gall's busted!"

Unemployed Induced To Work On Farms

Brantford, Ont.—Inability to get men to accept employment on Canadian farms appears to have been general, in spite of the fact that unemployment on a varying scale has been the rule. It has been frequently noted that city jobs were accepted at a negligible wage when fairly well-paid positions were available on farms, but no effective method of dealing with the situation could be evolved.

This, however, has now been stepped by the announcement that men refusing farm positions will not be granted relief. There have been a great many more applications for work on farms lately as a result of this order, and the demand for farm laborers all over the Province is beginning to show an increase. Wages in the average Ontario county vary from \$20 to \$40 monthly for a farm helper. A house is also supplied and frequently free vegetables and milk and other farm supplies are well.

CHIN CHIN

It has been said, by whom escapes my memory, that today—Palm Sunday—is the only Sunday held in veneration by the Association of Squeezing House-Boys.

And from what they tell us of the delightful weather yet to come we don't see why in Shanghai at least they don't have it along about July when we'll need a fan.

Jazz dancing causes warts on the feet, or as the chiropodists put it "the vibration of bodies made tense by the gripping gusto of jazz and thrown like triphammer upon weary feet, cause myriads of minute abrasions through the skin which filter virus enters the skin."

Well, supposing that does account for the feet!

HOW THEY SAY IT

In Vers Libre

Your clear mind mirrors the arc of sky
ancient forest; and the passing moon
strong roots break into lilies on the rippled surface where
fauns drink in June, twilight.

receptive to the changing wind that
breaks pink oak buds upon your water
shows stars and delicate leaves
brings snow and darkness
you quiver iridescent . . . gray
as stone

shadows cross
driven with long lashes
gleaming . . . shaken
open . . . mounting . . .

broken among your lilies
clouding the furious air
twisting the sky

In Prose
You had tempered things!
—Florence Martin

INTRODUCING A DUMB BUNNY

So many of our friends and enemies have requested more intimate information concerning the famous philosopher—whom ex-President Wilson glorified by describing him of the bungalow (no upper story) construction—that we take pleasure in introducing him. He is the latest arrival at the Chin-Chin Boarding House and already a rival for the hand of Miss Ima Hoot-Nanny.



MR. A. DUMB BUNNY

When you see a man going round looking sort of self conscious, sez Mrs. Dumbell, you can figger he's just married, just become a papa, had some woman tell him he was good looking, or won some money at the races.

AIN'T CHINA FUNNY

Sign on Woosung Road:
SOY LEE
BISCUITS

McGimples and me were anking along exercising our walking sticks when we spotted that one. "Gee, that's a dirty crack," sez he. And then we anked on!

"And so the only American senator to vote against the ten year naval holiday was French," remarked Miss Ima Hoot-Nanny as she leveled her spy-glass at the lady in the peekaboo waist at the races. "And I always that they were such a pleasure loving people."

We were having a wee nip at the American Club.

"How long are you going to stay in China?" I asked the newest ziffin.

"About a month," said he. "That's hardly time enough to write about China," I commented agreeably.

"Oh, I've already written the book. I just want to jot down the names of some of your principal cities and buy a few antiques."

"Oh!"

Long do stake an' rider
Seen a robin set
W'y, hit 'mence a-thawin'.
Groun' is monst'ous wet.
Den you stan' dah wond'rin'.
Lookin' skeert an' stary:
Is a right to caper.
Wen hits wa'm in Febwary.
—Paul Laurence Dunbar

Diogenes and his beauty

parlor lantern have flirvered. We still search in vain for that dame of all others—The One! Where is She who so inspired our romantic dreams back on the homelike hearth-rug, sat on our tummy and reading of Kipling's sweet trail a-settin' strumming on a uke or whatever it was?

China! Land of bee-u-ti-ful wimmin they told us, and recited the tale of Li Chuan, she whose "breath was as sweet and fragrant as the epidendrum, and her complexion so delicate that the Emperor feared lest the contact, even of silk, might injure it." Boy, page her grand-daughters! Surely not the tangoing sweeties with imported complexions—and epidendrum? Garlie mebbe, or mebbe only onions.

After which, lest our little sunflower turn her peeps on this pagoda of piffle, we hasten to admit that we are by no means a woman-hater. We like 'em all but like McGimples we promulgate a reservation to the effect that while they have beautiful faces we'd put ours up against 'em any time.

Mr. William Jennings Bryan, a m. or i. w. k. American runner, has decided not to run for senator from Florida this year. Quite probably he remembered at the last minute that it might interfere with his customary presidential race in 1924.

And now I've got to kill an hour somewhere. I asked for a steady job when I anked into Shanghai and now I'm all through writing this stuff and I've only worked twenty-three hours.

LARRY

Austria, Despite Poverty, Finds Employment For All

*In Midst Of Increased Living Cost And Depreciated Currency
The Nation Has, Nevertheless, Practically No Idle—Many
Industries Possess Orders Months Ahead*

Vienna (Special).—Austrian industrial circles are anxious about one great problem. Will it be possible to maintain the present favorable situation in trade and industry, or will Austria be forced to share in the international crisis of bad trade and unemployment which has affected the neighboring countries?

In the midst of general hardship, a depreciated currency, and ruinous increase in the cost of living, Austria has found one ray of hope in the fact that, like Germany, she has really no unemployed. Every man has been able to earn his daily bread, and every one willing to work has full opportunity to do so.

At the end of 1931 there were only 18,000 unemployed in all Austria. But much anxiety is now felt as to how long this state of affairs will continue. Greater burdens, especially in taxation, are constantly being imposed on industry, wages and other outgoings have reached fantastic figures, and it is a grave question whether the industrial and commercial undertakings will be able to keep up with these continually increasing expenditures.

WORK FOR MONTHS AHEAD
A weekly wage of 30,000 kronen is now the rule for ordinary unskilled labor, while skilled artisans easily obtain double this sum. Some of the largest industrial concerns have a weekly pay roll amounting to 100,000,000 crowns. New demands for still higher wages are now being put forward and other quite unforeseen expenses have to be met, which involve altogether the payment of many millions. Such enormous increases in the expenses of production have already compelled some firms to restrict the number of employees to the lowest possible figures, selecting these from the strongest and most capable workers.

However, the leading industries are provided with orders for months ahead, and there is yet no perceptible cessation in trade. Some industries which work exclusively for the home markets find a little falling off in orders, owing to the lower purchasing power of the crown, and the disinclination to invest in new undertakings.

A glance over the situation in various industrial groups will confirm these views. In the mining industry the demand is very great and workmen are wanted wherever it is possible to provide them with housing accommodation. Iron and steel works, tool factories, high-grade steel and cutlery works and foundries, all have abundant orders in hand. Agricultural machine factories have plenty of work except in the reaper branches which are suffering from the bad harvest in Russia and other eastern countries. The electro-technical factories have

JAPAN'S ONE BIG PROBLEM: POPULATION

Obviously the problem of population has been a chief factor which has determined the national and international policies of Japan during the last half century. Without a clear understanding of the problem of population, therefore, it is impossible to interpret the modern history of the Japanese Empire.

Japan's population remained almost static during the seventeenth, eighteenth and the first half of the nineteenth century, varying only slightly around 26,000,000.

The cause of this static condition has been attributed to the rigid social structure of feudalism which allowed no swelling of population beyond a certain number. Natural as well as artificial means of checking operated against the growth of population.

When, however, Japan opened her doors for the external world (March 31, 1854) the population began to assume a dynamic character. This was due to three causes: First the downfall of the Tokugawa feudalism (November 10, 1868); second, the establishment of liberal constitutional regime; and third, the great economic development following Japan's initiation to the world membership.

The significance of the gravity of the problem of Japan's population may be more adequately appreciated when considered in association with her area. Japan proper has an area of 377,655 square miles, being 8,355 square miles less than the area of California. Dividing the population of 1915, 55,838,603, by the number of square miles we get 378 inhabitants per square mile in Japan. Germany with her dense population counted in the same year 319 per square mile; France had 181, while America enumerated only 28 in every square mile.

The number of population per square mile does not indicate the real situation; we must consider the kind of square mile, that is, the nature of land. It is known, even to the elementary student of geography, that the Japanese islands are practically the tops of volcanoes, and that more than half

of the area is neither tillable nor inhabitable.

In agriculture Japan has not much possibility of further development. Any one who travels through Japan will observe how closely the land is being utilized. From the narrow backyards to the rugged hillsides, and even the sandy beach soil, are cultivated for productive purposes. But the law of diminishing return has long been operating, driving the farm hands to the industry and rendering the agricultural pursuit less and less profitable.

Computed by per capita there is less than a quarter of an acre of agricultural land for every Japanese, while there are five and a half acres of it for every American. It is needless to say that the average per capita diminishes in direct

ratio with the increase of the population. That Japan relies more and more upon the food supplied from other countries hardly needs to be wondered at.

The capital problem which has always occupied the minds of the Japanese statesmen has naturally been how to reconcile the small and limited land and meagre supply of food and natural resources with the fast increasing population. Various attempts at solution were experimented. The increase of the agricultural land, the improvement in the methods of cultivation, emigration and the development of industry were all tried, and tried sometimes with some success and at other times with total failure.

Each of the attempts proved beneficial to an extent, but not to such an extent as to suggest solution. The most notable failure was ex-

perienced in the attempt at emigration to various new countries, Australia, Canada, South America and the United States have alike rejected the Japanese immigrants under varied pretexts. It certainly was this deadlock which drove the Japanese authorities, some ten years ago to resort to the policy of imperialism which had proved a glory to the European powers.

The subsequent history needs no reviewing here; suffice it to say that the unfortunate Empire entered the game much to late—sooner had Japan joined it than he world entered the period of internationalism. Having thus failed in every attempt at solution, the mooted question still remains unsolved, only aggravating its difficulty.

Two opposing ideas are current now in Japan with respect to the

principle of the solution. One idea, which is vigorously upheld by the conservatives, that is Militarists and Nationalists, is advanced in substance that as long as the European Powers retain their vast Asiatic dominions acquired at the point of the bayonet and refuse admission of the overcrowded Asiatics thereto, the natural force of pressure will gradually settle the matter. Toward the south or toward the north, the school insists, Japan will expand because her population increases, and human power cannot cope with the law of nature.

The Liberals, who are increasing in number and growing in influence, laugh at the naive argument of the older generations and maintain that Japan's message is not merely to increase the population of the world but to improve the

quality of the people. They insist that the cultural progress and the high birth rate do not go hand in hand, and that the message of mankind is not blindly to multiply its number and struggle for its existence, but to create a better type of personality, culture and civilization.



"MUMM'S THE WORD"



CHAMPAGNE G.H. MUMM & Co.

(Ste. Vinicole de Champagne, Successors)

CARTE BLANCHE (Sweet)
CORDON VERT (Dry)

GOUT AMERICAIN (Extra Dry)
CORDON ROUGE (Very Dry)

In Magnums Quarts,
Pints and Splits

General Agent for China, Manchuria and Korea:
L. RONDON, 18 Szechuen Road, Shanghai.

SALE!

A Great Reduction

CHINESE SILK HOSIERY

Two weeks only

THE CATHAY LACE CO.

Nanking Road, Shanghai.

For Easter—

AU PETIT LOUVRE

HAS JUST RECEIVED FROM

PARIS

A WIDE SELECTION OF THE
MOST CHARMING AND COLOURFUL

SPRING AND SUMMER

MILLINERY,

GOWNS, COATS,
AND COSTUMES.

AU PETIT LOUVRE,

NANKING ROAD,

SHANGHAI



"COLOURFULNESS"
THE PREDOMINANT
NOTE
OF THE SEASON



Lenin's "Sealed Train"

Karl Radek Lifts Veil On Bolshevik's Trip Across Germany After Revolution

The following account of the trip through Germany of the famous "sealed train" carrying Nikolai Lenin and a group of his Bolshevik followers, en route from Switzerland to Russia in the Spring of 1917, was written for a recent special number of *Humanity*, the leading French Communist paper, by Karl Radek, the Galician revolutionary, generally classified as the foreign expert of the Soviet Government. Radek naturally makes light of the widely credited version of the trip, according to which the German Government eagerly facilitated the transportation of the Bolsheviks to Russia in the hope of weakening the morale of the Russian army and supplied Lenin and his lieutenants with huge quantities of German gold for Bolshevik propaganda purposes. The article is entitled, "How the Bolsheviks Reached Russia. As Discussed by the Germans and Transported to Russia by General Ludendorff."

BY KARL RADEK

The development of the bacillus was written about many years ago. James Gloom, a true friend of Bakunin, and Laskins, who drew material from him, frequently related how the old Teuton Karl Marx brought the Bolshevik bacillus into this world. But, as Marx was a deceitful fellow and wished to conceal the German character of communism, he prepared it out of various constituent parts. He took the teachings of the English economists and of the classical writers the historical experiences of the French Revolution, used the results of the idealistic work of the French Utopians, and melted them all together in the rotund of German philosophy. You know that the boche is never original, but is very sly, and with devilish cunning always creates something extremely useful to "bochism" out of the various parts of foreign inventions.

What there was further in the Bolshevik bacillus produced by the boche Marx, and what happened to it during the course of sixty-seven years following its discovery, are also unknown. It lived peacefully in books and hurt nobody, and only when the war lasted too long and General Ludendorff didn't know how he was to get rid of it did he send the dangerous bacillus to Russia. Indeed, he did it under the pressure of the same dangerous animals.

As is well known, the revolution broke out in Petrograd in March, 1917. If you now read over the *Temps*, the *Matin* and the *London Times* of those days, you will see that this revolution was not regarded as particularly dreadful. The Russian Bolsheviks in Switzerland tried at any price to get to Russia to take part in the revolution. We knew very well that, despite the hypocritically joyous declaration of the Entente press, the ideas of the English and French Governments about the Russian revolution and its triumph, differed from ours, and, thanks to that, the trip through England and France looked utopian.

The opinion was shared by Martov, the house-broken revolutionist, who was the father of the idea of having the Petrograd Soviet of Workers' and Peasants' Delegates ask England and France to allow us to pass and then if this didn't succeed to turn to Germany. In this connection, Lenin, who is known by everybody to be a skeptic, didn't believe that permission would be obtained from either the Entente or Germany. He was all for the idea of crossing Germany illegally. He tried to get false Swedish passports for himself that neither he nor Zinoviev could talk Swedish. Then in desperation he asked us to get two passports for dumb men. But as it appeared doubtful to us that we could find two dumb men in the Swedish party who resembled Lenin and Zinoviev, we decided to see if Martov's propositions could be realized.

Martov telegraphed to Tchaidze, then President of the Petrograd Council of Workers' and Peasants' Delegates, while I, in the presence of Paul Levi, who was then in Switzerland, had a conversation with the correspondent of the *Frankfurter Zeitung*—Dr. Deingart, if I recollect aright—regarding the possibility of his asking Rombert, the German Ambassador, about the German Government's agreeing to allow the Russian political emigres to cross Germany. When he informed us that Ambassador Rombert was ready to negotiate with us, we entrusted the task to Robert Grimm.

We gave him written instructions in which we demanded freedom of transit for all the emigres who wished to go, with out the exclusion of any one by the German Government. We demanded that only the committee elected by those who were going through have the right to check up the list of the travelers, and that the German Government make no attempt to get into touch with us during our trip. On our side, we promised to do all that we could to improve the condition of the German prisoners of war, and also

learned that there were Russian revolutionaries on the train. They broke through the cordon of spies and forced their way into the cars, each with two glasses of beer in his hands. The beer was very poor. We could already see that it was all over with German prosperity. The soldiers were honest workmen and only asked us when peace would arrive. In the course of the talk we learned that most of them belonged to the Scheidemann party. In Berlin our cars were surrounded by the spies on guard until the train was in motion again.

At last we were on the ship. It was a splendid day, with a fresh sea breeze. Lenin ran around on deck and kept on asking if his nose hadn't got blue, which, according to the sailors' observations, signifies the imminence of an internal storm. But everything came through all right. We received a radio message informing us that Ganyetaki and the secretary of the Swedish party, Comrade Storm, were waiting for us in the Swedish port. And so it turned out. But a still greater pleasure awaited us. The Swedish comrades ordered a good supper, which was annihilated by forty "bacilli" with incredible speed. The restaurant employees took us for a band of barbarians. Then we went to the station, and the next morning we were in Stockholm.

In the Hotel Regina, where we spent nearly a whole day, there was organized a meeting at which we told the Swedish comrades about our traveling conditions and, besides, that after our arrival in Stockholm we had received news to the effect that Parvus, in the name of the German Social Democrat Party, wanted to open official negotiations. We refused. Among the important events of the day it is to be noted that, after considerable strife, we succeeded in persuading Lenin to buy a pair of trousers and a pair of shoes for himself. When I arrived in Petrograd, in November, 1917, after the conquest of power by the Bolsheviks, I saw these same Stockholm trousers on Lenin, already respectably tattered.

At that time Vorovsky, the present Soviet envoy in Rome, and Ganyetaki, an envoy in Riga, were living in Stockholm. I, an Austrian subject, could not enter Russia, so I was left behind with them as foreign representative. There we received 300 Swedish crowns, which was probably the huge sum that, in all the tales of the French patriots, figured as the German gold fund for the promotion of the Russian revolution. During the seven months we carried on international propaganda in Stockholm, we didn't get a single kopek from Petrograd, nor did we send any there. In the evening Lenin and his comrades left for Russia. The Swedish comrades accompanied him. As the train began to move, some Russian patriot made a solemn address in which he urged Lenin not to do anything to injure Russia. But as the train was already under way Lenin didn't hear the end of the speech, so he organized the November revolution. It often happens in history that slight causes bring about great events.

This is the true story of the Bolshevik trip through Germany in the so-called sealed train, which in reality wasn't sealed at all. And if I even were to appear before the Entente court which is still waiting for Wilhelm II, I couldn't say anything more.

Caruso Fund To Aid Musical Education

New York, Feb. 24.—Walter Damrosch, music conductor, Antonio Scotti, singer, Otto H. Kahn, financier, and George W. Wickersham, formerly United States Attorney-General, are among the 20 men and women named as incorporators of the Caruso American Memorial Foundation.

A fund of \$1,000,000 will be raised "to encourage the musical education of students and artists for the purpose of developing the highest musical talent" by aiding students.

Cost To Britain Of Shorter Workday

Glasgow (Special).—V. A. Macquisten, member for Springburn, one of the Glasgow parliamentary divisions, recently addressed about 1,000 of the unemployed in his constituency. Mankind, he said, would never be able entirely to dispose of the problem of unemployment. To mitigate the evil he thought something on the lines of the Workmen's Compensation Act should be adopted, whereby unemployment would become part of the costs of the industry. Industry would be stimulated and would spread its operations evenly over the years, instead of

having periods of great production and periods of under-production. The shorter working-day costs money, and he had been told by a large employer of labor in Glasgow that the cost of the reduction of hours after the Armistice had added something like between £175,000,000 to £200,000,000 to the cost of the articles produced in Britain.

Real Economy In Printing

is possible in our huge plant because we employ

**BEST WORKMANSHIP
CLEVER ARTISTS TO
MAKE ATTRACTIVE
DESIGNS.**

**LABOR-SAVING AND
UP-TO-DATE MACHINERY**

that insure prompt delivery.

**WE GUARANTEE BEST SERVICE
AT LOW PRICE.**

The Commercial Press, Limited

26 A Paoshan Road,
Shanghai

5 Reasons why PARIS GARTERS

are recognized as the standard in men's garters by discriminating and well dressed men throughout the whole world:

1. Being tailored to fit the leg, they are secure and wholly comfortable at all times.
2. Their rubber cushion clasp, an exclusive feature of Paris Garters, holds the hose between rubber and rubber—securely and with no chance to tear even the sheerest silk hose.
3. Their trimmings are rust-proof—cannot be corroded by perspiration.
4. Only the best quality of live elastic—uniformly excellent and rigidly tested for long service—enters into them.
5. Paris Garters are made in every detail to merit and retain their reputation for supremacy in value, comfort and service.

AT ALL HABERDASHERS
Accept No Substitute
Insist On Getting the Genuine
A. STEIN & COMPANY
Makers—Chicago, U. S. A.
Distributors:
Muller & Phipps (China), Ltd.
Shanghai



WHY BUY A HOME?

Ten Reasons for Renter to Ponder

FIRST—Because my friends own property and I should have pride enough in my ability to take care of my family to do, as well as my friends have done.

SECOND—To be a home owner will raise my standard, not only among my friends, but among business men. It will give me a rating in the community.

THIRD—Because I can get a home for a small down payment and pay off the balance like rent. I can protect my family against the unpaid balance by taking out life insurance of any amount equal to the mortgage.

FOURTH—If I ever have occasion to use money I can always borrow it on my home and be safe by insuring as above.

FIFTH—If I purchase on installments I will thus save where I would otherwise spend. A home bought on the monthly payment plan will encourage thrift.

SIXTH—I'll get a lot of pleasure working around my own place. It's real fun doing up your own property.

SEVENTH—I will have more confidence in myself if I own my home, for I will be independent to a large degree.

EIGHTH—"Our home" will mean a strengthening of our home relations.

NINTH—More money has been made from real estate than any other form of investment. Land is the basis of all wealth. The home is the foundation of our country. The investment is absolutely safe.

TENTH—My family will take an interest in their own home. Home interest means health and happiness, the two things we are all striving for.

The Above Named Ten Reasons Are Only
Part of The Story!

Home ownership is Easy. We have a number of houses, one of which is sure to suit you and you can take advantage of our rent-purchase scheme. Call in and talk it over with us.

Fonciere et Immobiliere de Chine

J. Beudin and M. Speelman, General Managers

7, Ave. Edouard VII

Preventative Medicine.

The tendency of medical science is toward preventative measures. It is easier and better to prevent than to cure. Pneumonia, one of the most dangerous diseases that medical men have to contend with, often follows a cold or attack of the grip. The cold prepares the system for the reception and development of the pneumonia germ. The longer the cold hangs on, the greater the danger. Take Chamberlain's Cough Remedy as soon as the first indication of a cold appears so as to get rid of it with the least possible delay. It is folly to risk an attack of pneumonia when this remedy may be obtained for a trifle.

Sold Everywhere

Balfour, Idol Of America

British Statesman Achieves Astounding Popularity Among People Of United States As Result Of Open-Hearted Conduct At Arms Conference

BY P. W. WILSON

To us who have watched the career of Arthur Balfour, it seems strange, indeed, that his success in the United States as a diplomatist should rival the achievements of James Bryce. Balfour's prospects, like his politics and his theology, have been, of course, always in-secure. To quote his own phrase— "philosophic doubt," but that he would mix well with Americans no one could have foreseen. As Prince of Wales he was sent to Eton, the most exclusive of public schools in England. At Trinity College, Cambridge, his fastidious intellect tested moral science, in which elusive science he only worried to take a second class, preferring doubtless his higher and more numerous honors should be honorary.

Professor Sidgwick, who married his sister and lived at Newnham College, for Women, was a white-headed Socialist of whom it could be said with truth that there was no proposition anywhere which he would not balance accurately with the precise opposite. In this rarefied atmosphere Balfour learned a dialect that splits the finest hairs, and acquired a femininity which knows no expletive save "bether," even on a golf course. He never read a newspaper, so he would explain, and was a child in such matters.

Slender and adorable, the gods evidently meant him to die young. No one expected that he would survive long enough for a presentation portrait by Sargent. He joined Margo's Souls, but preferred to be himself rather than her husband. In him were united the aristocratic subtlety of his father and the Cecilian statercraft of his mother, who was Lord Salisbury's sister. He is a combine of Hegelian Haldane and Elizabethan Marlowe, which is doubtless why, as a musician, he strums the similitude of Handel. He likes his tunes, at any rate, to be loud.

There seemed no reason why he should not enter Parliament. He needed occupation and the merchants of Manchester needed an aristocrat. Balfour agreed to become their ornament in the House of Commons, where he reclined on his spine, watching the roof through his eye-glasses and occasionally glancing at Gladstone, but having no need to be proud. He joined the Fourth Party, which became so famous in the early '80s, its immense importance lay in the fact that it consisted only of four men. It was, perhaps, the only party in human annals which did not want to grow bigger. Balfour, Chamberlain, Drummond-Wolff and John Gorst were like the points of a compass, entirely self-sufficient, and when criticizing Gladstone they pointed in all directions. Chamberlain supplied the motor, Drummond-Wolff the know-how, Gorst the satire and Balfour the superiority. Between them they convicted Gladstone of murder, Gordon and other minor offences and incidentally seized Gladstone's job for Balfour's uncle, Salisbury, the Marquis.

Naturally, Lord Salisbury, who was a chemist at Hatfield House, thought that Arthur showed promise and might, like the rest of the family, use his spare time in governing the British Empire. But Balfour's health was quite a problem. He was unused either to work or to worry. So he was made Chief Secretary for Ireland, with discretion as his latest toy.

On the Treasury bench, he still lay on his spine, now salaried, and while his slender fingers held smiling salts to his nostrils his slender feet displayed spats on the table which alone separated him from Gladstone, similarly right-angled opposite. The Irish snort-Balfour sniffed and sneered. If he used a battering ram at an election, they called it Balfour's bludgeon, and Balfour smiled. Yet, somehow, they liked him. His backbone might bend, but its flexibility was of steel. He and Miss Balfour traveled in Ireland un-attended. Nobody shot them. They visited the congested districts, and Balfour carved out the farms afresh, ignoring the rights of property with an indifference worthy of Lenin, and so showing that while the right man may steal a horse the wrong man must not look over a hedge. Without disarranging a hair (which would have been a pity) he would put Nationalist in the into prison, and when they came out again none was more cautious than he to know whether they had been made entirely comfortable as his guests.

His voice, at its best, was still as exquisite as all else about him. Often he would not speak so much as purr. All that he needed

sometimes was grammar. Of vulgar lapses, he was never guilty, but he had the Gladstonian habit of embarking on parentheses without the Gladstonian ability to conclude them neatly. Beginning life as a dandy, he gradually realized that true greatness has a mind above one's tailors, and that Prime Ministers need not be nuts. So with his syntax. People had to listen to him anyway, even though there was an inconvenient distance between subject and predicate. They had to listen, whether they understood or not. They had to listen all the harder when it was not good for them to understand.

Among those who take life seriously, Dr. Clifford, for instance, of the Baptists, Balfour became disliked. He seemed to trifle with their innermost beliefs. They let their drawing-room clocks go to auction rather than pay his taxes for church schools. They denounced his tyranny the more ferociously because it was so frankly based on indifference to dogmas. Balfour did not mind which church, if any, had the schools; it was a detail. So why not let the Bishops have them? In any event, the children would learn arithmetic. But this veneer of impartiality covered an iron will. On points of order in Parliament, he might be a dilettante. On business, he was dilatory. But on an emergency, he sprang to the point of peril. On that Black Friday when Lord Lansdowne as Secretary for War was fishing in Ireland, when Lord Salisbury as Prime Minister was politically asleep, when there was no Cabinet in session, but when in South Africa British armies were held up everywhere by the Boers—on that dark weekend you saw the real Balfour. How he strode into the War Office and himself appointed Roberts and Kitchener to save the situation, revealed the spring of the live steel. He did not seem the same man as the amateur invalid who, when influenza was abroad, would sit in Parliament, sucking a thermometer and from time to time taking his own temperature.

Courty and debonaire, Balfour and his ponderous uncle, the Prime Minister, could, on occasion, assume what Americans call a hustle. Their speed was sudden rather than noisy. One fine day, Joseph Chamberlain, who was Balfour's rival for the Premiership, unfortunately hailed a hansom cab in London. The horse, anxious to make history, stumbled. Chamberlain was thrown forward; cut his head and was taken to the hospital. Lord Salisbury was so sympathetic that he resigned and a successor had to be sought. With Chamberlain in bed—why—there was only Balfour left—and King Edward had to send for him. When Chamberlain emerged, he had the gracious duty of congratulating his new chief. He was cordial, but he never forgave it, and in proposing tariffs for Britain he had the pleasure of knowing that he was splitting Balfour's party and insuring the ruin of his Government.

It happened in 1906. Even in Manchester Balfour was beaten. His type of Toryism vanished forever. After an interval of obliteration the City of London found him a safe seat, and he returned to the House to find it changed and ironical in its greeting. It was amazing how he again mastered the assembly which chafed him. He had his dislikes. He and Sir Henry Campbell-Bannerman ever rubbed one another the wrong way.

After the trials of Toryism he has accepted American democracy as Voltaire ultimately accepted the Catholic faith. His storm-tossed career has ended in the haven of authoritarianism—the supreme will of the majority. Balfour is now a Liberal, orthodox, devout and reverent to the mass mind. His bow to President Harding, when the conference opened, was the most significant obeisance since an Emperor went to Canossa. It was the

Cecil admitting that the turn of the people has come at last. With imperturbable clarity of decision, Balfour decided within himself that it was his duty at Washington to be urbane, friendly, approachable. And he found humanity surprisingly full of interest. He discovered that newspaper men are good fellows. In Secretary Hughes he saw a Baptist who was also a great statesman. He learned that schools, when applied fearlessly to a nation, produce a mind among the many as well as a mind among the few. In fact, he likes Americans. He enjoys the unusual with which sometimes this country startles her guests. In a friendly way he sees the humor of it all. He has become a real international. I doubt if he cares about anything today except peace. For he knows that if peace falls, all the little trifles, like a railway in China, become as thorns in the bonfire. So he is interviewed, dined, hoteled, Pullmaned, automobilized and so on, all as his contribution to the peace of the world. If being photographed in Washington helps to prevent war in Tibet, why, let us by all means be photographed. If smiles are the alternative to slaughter, then, by all means, let us smile. Indeed, why smiles and photography adjust Shantung is just the kind of entertaining question that arouses Balfour's intellect to keenest activity.

It is, indeed, hard to think of him as Salisbury's secretary when, in 1878, he went with Disraeli to the Congress of Berlin and came back talking of peace with honor. Balfour was then in active contact with Bismarck, Beaconsfield and their contemporaries. Truly, he fathomed the Old World before he entered the New. But his mind, while it responded too slowly to the evolution of Liberalism, has yielded at once and completely to the social shock of war. Balfour has been big enough to face the realities of the armistice. Naturally a skeptic over schemes of any kind, he has come to believe in the League of Nations as the only hope of tranquillity among men, whatever form the League may take. Here, doubtless, he has been influenced by Viscount Grey and Lord Robert Cecil, his cousin. Hence, he has "made no bones" about reducing the British Navy, and he has definitely abandoned secret for public diplomacy. With immense skill, he has played his feet firmly on international ground. In form, at any rate, he has asked little, if anything, for Britain which he did not ask for all other nations. It may be that some of the things he asked—the abolition of submarines, for instance—mattered more to England than to others. But the rule would have applied equally to all alike.

In estimating his services, it must be confessed that at Washington he had all the luck. If Lloyd George had attended the conference, one would have heard less of Balfour. Instead, he had among his colleagues Lord Lee, who is efficient and loyal, but, of course, younger and in no sense a competitor for the honors of the occasion; and Sir Auckland Geddes, the British Ambassador, who had established the friendliest relations with official

personages at Washington. His hard work, sincere personality and accuracy as a draftsman have secured for Sir Auckland Geddes a firm reputation as a diplomat of the new school. But what seems to have helped Balfour more than anything was the fact that he came at the right moment. While he has been here the Treaty of Peace in Ireland was signed. Everywhere the call is for conciliation. All nations need to work together—the United States and Britain included. It was a proposition that Balfour accepted without any mental reservation. And it was the proposition stated without reservation by the President and his Secretary of State. Amid this general agreement, questions like the Panama tolls, the Fordney tariff and even the Anglo-Japanese alliance ceased to be irritating. The fear of the French that there might be differences between the United States and Britain proved to be groundless.

That Balfour has been understood by Americans is a great evidence of their hospitality. In him, a most complex character, they have looked for the best and from him they have evoked the best. Never in England has he talked as frankly with the English as in America he has talked with Americans. They have drawn more from him than ever have we, who thought we knew him well. And he has enjoyed it. He has, after all, his amiable weaknesses. He likes to be charmingly lionized. It is a pleasure to him to unbend. He is tolerant of admiration. He is forgiving of applause. No compliment has ever really annoyed him. And about society in Washington, there is that which few can resist. It is warm-hearted, tactful, spontaneous—a delightful relief after some European capitals. Mr. Balfour likes bright talk, bright faces, nice dinners, the genial if subdued glow of the supper table. He has his domestic side. There was a day, long, long ago, when he looked forward to having a home of his own like that. But this is another story. Those early days were not all of them spent in persiflage. In every life, perhaps, there is sorrow; certainly in this one.

It is, indeed, hard to think of him as Salisbury's secretary when, in 1878, he went with Disraeli to the Congress of Berlin and came back talking of peace with honor. Balfour was then in active contact with Bismarck, Beaconsfield and their contemporaries. Truly, he fathomed the Old World before he entered the New. But his mind, while it responded too slowly to the evolution of Liberalism, has yielded at once and completely to the social shock of war. Balfour has been big enough to face the realities of the armistice. Naturally a skeptic over schemes of any kind, he has come to believe in the League of Nations as the only hope of tranquillity among men, whatever form the League may take. Here, doubtless, he has been influenced by Viscount Grey and Lord Robert Cecil, his cousin. Hence, he has "made no bones" about reducing the British Navy, and he has definitely abandoned secret for public diplomacy. With immense skill, he has played his feet firmly on international ground. In form, at any rate, he has asked little, if anything, for Britain which he did not ask for all other nations. It may be that some of the things he asked—the abolition of submarines, for instance—mattered more to England than to others. But the rule would have applied equally to all alike.

In estimating his services, it must be confessed that at Washington he had all the luck. If Lloyd George had attended the conference, one would have heard less of Balfour. Instead, he had among his colleagues Lord Lee, who is efficient and loyal, but, of course, younger and in no sense a competitor for the honors of the occasion; and Sir Auckland Geddes, the British Ambassador, who had established the friendliest relations with official

SHAMPOOS
MEAN A LOT TO
YOUR HAIR
LET US SHOW YOU
EXCELSIOR
BARBER SHOP
NANKING & THIBET RDS.

EASTER EGGS AND HAVANA CIGARS

You could not think of mixing these two
and still
the one is just as suitable for

EASTER PRESENTS

AS THE OTHER

See our complete line:

Also in de luxe boxes

Ask for our price list

ZYLSTRA TRADING Co.

36, Peking Road

Tel. C. 4739



Crisp, piping hot toast Delicious, clear coffee

for everyone's breakfast—even for the late comer—in the household where Edison Hotpoint Electric Appliances grace the table. Their artistic design, beauty of finish and reliability make them most acceptable gifts.

Displayed at our Electrical Showroom

Andersen, Meyer & Co., Ltd.

1-A YUEN MING YUEN ROAD TELEPHONE CENTRAL 778
SHANGHAI

Superior Barrel Shooks Bear This Trade Mark



MADE BY
CALIFORNIA BARREL CO.,
SAN FRANCISCO

THE KOSTER COMPANY

Foreign Managers

THE CALIFORNIA BARREL CO.

CABLE ADDRESS:
"KOSTER"—ALL CODES

12 NANKING ROAD,
SHANGHAI

TOBEY'S
UPSTAIRS
UP-TO-DATE
BARBER
SHOP

8, BROADWAY
Opposite The Astor House

Through Shensi And Kansu

Reminiscences Of An Interesting Journey
Through Two Of China's Provinces

Shensi, the notorious province of strife and turmoil, where many innocent people have lost their lives because of self-aggrandisement on the part of many of its former rulers, is now ruled by a Christian Governor, General Feng Yuhsiang. Both he and his men are models of Christians which other so-called Christians might do well to imitate. The day we had the pleasure of meeting him in his camp was a busy one for him, as every day is. Right in the midst of his thousands of men he was giving them a lecture on patriotism to China, as well as on Christianity. How these men love him! They'll go through thick and thin with him, if need be. No pomp or arrogance about him, to be sure. A most humble man. Every man in his camp is kept out of mischief by having something to do. While going through the main gate with him we heard him remark so sympathetically, "take a few minutes now for breathing, boys." They know they have to work, but at the same time they are also aware that they are under a man who cares both for their physical and spiritual welfare. He eats no finer meals than they. What an example of humility!

The old Manchu City within Sian itself is a real beehive all the day long. Scores of buildings have been put up by General Feng's men. He also gives them a helping hand very often. His camp puts us in mind of those wonderful encampments which were erected during the late war by our good old Uncle Sam in the States. That barren Manchu City was made into a live soldiers' camp within five or six weeks, by his own men. Everything is clean there. And the daily routine is splendidly carried out. One doesn't see the officers dressed in civilian clothes, the General having given strict orders to wear the military uniform. Punishment is inflicted upon any who disobey orders. Much could be said about the discipline and doings of those men.

OUT OF SIAN
Leaving Sian, the present capital of Shensi, and former capital of China, for the West, one traverses a fairly level road which has recently been put into shape by General Feng's men, together with the country people. There are two separate roads, the one being a little more elevated than the other, which is supposed to be for the Dodge cars and riches.

About ten li or so east of Hsienyang, which lies on the west bank of the Wei River, one encounters some swampy land, making it hard for the poor long-eared beasts which pull our springless

civilians in and round about the city are living in constant fear and in jeopardy of their lives.

Twenty li west of Pinchow one comes to a tremendous Buddha sixty feet in height erected with funds contributed by a woman. Another sixty li from this place of worship we come to Changwuhsien, which is thirty li east of the Kansu border. In this city are stationed Kansu troops who are well liked by the people. These are here by special request of General Feng. Very decent men to talk to. Their officers are usually accommodating, too.

Coming into Kansu we have large trees on both sides of the road, which are a boon to the weary traveller, especially on hot sunny days. The roads are very wide, some places as wide as a hundred feet. A fine highway could be made here under proper foreign supervision. The climate of Kansu is more invigorating than Shensi, it being of higher altitude. Food-stuffs are cheaper here, too, a good number of carts being met going to Shensi with wheat, etc. As for us we should prefer Kansu to Shensi for a place of residence, the climate being more healthful, and the people, as a rule, more law-abiding (sober-minded).

Let us say in closing that both provinces are rich in mineral resources, and are in need of mining engineers. Also a word as to the missionaries enroute. They were of the most hospitable kind, and spared nothing to make us comfortable. They are not so bad as some travellers think them.



AGE is no indication of eye condition. Many aged people do not need to wear glasses, whereas many children need them at an early age. Sometimes children, otherwise bright and intelligent, are backward in school on account of defective eyesight which is entirely unsuspected. Let us test the eyes of your children. Be sure that you know whether or not their eyes are all right.

The Chinese Optical Co.
司公鏡眼益精國中
3252 Nanking Road,
SHANGHAI.

POLITICAL CHAOS IN THE UKRAINE

Many Conflicting Dispatches
Emanate From Country, With
Fighting Still Going On

Warsaw (Special).—News reaching the outside world regarding conditions in the Ukraine is generally most contradictory. According to the Soviet agencies, the forces of General Petliura are decimated and the new efforts of the Ukrainian hetman to expel the Bolsheviks from his country have been frustrated. On the other hand, it is gathered from Ukrainian sources that fighting is going on with some success on the side of the national Ukrainian troops and irregular bands.

Whilst war is being continued, the country itself presents the most

miserable aspect, according to information supplied by a traveler who left Kharkov, the capital of Soviet Ukraine, on his escape to Poland. The Bolshevik regime, he states, is far more rigorous in Kharkov than in Kiev, as an instance of which he quoted the following:

Permission is granted in Kharkov to men over 55 and women over 50 years to open small shops. In spite of the official announcement, those who are entitled to enjoy the privilege have to bribe the members of the Extraordinary Commission with a sum not less than 2,000,000 rubles in order to secure the right on the shop. It illustrates the general unsafety that, regardless of the official sanction, the shopkeeper may become deprived of his right and dispossessed, which simply sells the right on the shop to another applicant.

The regime in Kiev is more moderate, the opening of private

undertakings is being less hampered and even members of trade unions (watchmakers and carpenters) are allowed to work on their own. The bazaars in Kiev are crowded. The bourgeois and the "intelligentsia" are selling their last belongings to speculators, peasants and Soviet officials. Prices are rather low, for the demand has lately become weaker.

Your correspondent is informed that a buyer could not be found for an encyclopedic dictionary of 24 volumes, although only 2,000 rubles was asked for it. Nobody cared to acquire it, whereas a year before the speculators were eager to buy books, particularly standard works. Clothes and furniture become cheaper, whereas foodstuffs continually rise in price. A pound of bread of poor quality costs 4,200 rubles, a pound of lard 26,000 rubles,

a pound of butter 28,000 rubles, a glass of milk 1,200 rubles. "The position is unbearable," exclaimed this traveler. "We starve and suffer greatly under the present conditions. There is no water supply either in Kharkov or in Kiev. We have to make sometimes long journeys in order to obtain some

water. Railway communications are becoming worse from day to day. There is only one passenger train running weekly from Kiev to Kharkov. In a word things are desperate, and no change is to be noticed in spite of the bombastic announcements of the Soviet Government of the return to free trade and so on."

Howard Waltham Zenith Movado

Do not risk having passed off to you by an ignorant or unscrupulous dealer a watch with a cheap movement. Buy one of the famous watches named here. For their exact timekeeping we give the fullest guarantee, backed up by expert knowledge.

Our prices compare favourably with those charged elsewhere.
C. ISMER & CO.
Chronometer and Watchmakers.

Shanghai - Nanking & Shanghai - Hangchow - Ningpo Railways.

Rapid Travel In Safety & Comfort

Express and Fast Trains run Daily between Shanghai, Soochow, Wusih, Changchow, Tanyang, Chinkiang and Nanking on the S. N. R., and Shanghai North, Shanghai South, Sungkiang, Fungching Kaishai, Kashing, Yehzah, Changan, Konzenchiaio, Hangchow and Zahkou on the S. H. N. R.

Spend The Easter Holiday In The Country

A Frequent Service of trains will be run this Easter to Kunshan, Kashing and Soochow, for Day Trips.

At Easter the Hangchow Hills are at their best. A house-boat trip on the Taihu (via Wusih) will renew your health.

VISIT MOKANSHAN, a delightful Summer & Winter Resort 2,500 feet above the Sea Level. Hotel under Railway Management, accommodating Chinese & Foreign Guests.

TAKE A TRIP TO HANGCHOW—the most beautiful city in China:—

Picturesque Scenery—Good Hotel Accommodation.

Ancient Tombs, Famous Pagodas, and Historical Monuments along these two Lines are well worth a visit.

First-Class Meals with the Best Wines and Spirits obtainable on the Main Line Trains at Reasonable Rates.

For further particulars, apply to the Enquiry Office, Shanghai North Station, Telephone No. North 3199.

BE CONVINCED

We know that many Gentlemen are dissatisfied with the quality and fit of the clothes supplied them by their Tailors.

Let Thom Shing show you what he can do.

One order will convince you.

We have just received a fine assortment of the very latest Spring Patterns from America and we will guarantee to suit you both in style and fit. Send a chit we will be glad to call.

THOM SHING

AMERICAN STYLE TAILOR

G 20, TIENDONG ROAD

ONLY A FEW STEPS FROM BROADWAY.



The Talk Of New York

New York, Feb. 25.—Listen my children and you shall hear the bright revised 1922 lexicon of New York's youth.

It is appended for the information and emulation, if so desired, of Shanghai's impending generation. For the benefit of the uninitiated, the lexicographer explains that this is a phrase book for English as it is spoken by the Willie Baxters and their Dulcineas of the city the railroad feldars have nicknamed N. Y.

BIG-TIMER: n. masc. A glib charmer capable of convincing his sweetie that it would be much more romantic to get a snack at a one-arm lunch—if you know what we mean.

BISCUIT: n. fem. A pettable flapper.

CAKE-EATER: n. masc. A wearer of molded clothes, belted coat with sparmint labels and one-button; sausage trousers; low, quick-fitting collar; greenish pink shirt and a jazzy tie—again, if you get what we mean. Antonym: Scandaler.

DUMBELL: n. masc. or fem. A kluck.

DUMB-KLUCK: masc. or fem. Worse than a kluck.

EGG: n. masc. See Big-Timer. Cf. Manufactured Egg: Ten Minute Egg; Strangler.

FINALE-HOPPER: n. fem. 1. A japper always ready to promise the last wrestle and missing at roll call. 2. A wearer of unbalanced felt hat, gunysack top coat, cheesecloth or woolen stockings and duo-colored oxfords. Masculine: Scandaler.

FLAPPER: n. fem. The younger female of the species.

GOLD-DIGGER: n. fem. A Big Timer's Waterloo.

HEY-JOE: n. masc. See Scandaler.

JAZZBO: n. masc. 1. A Cake-Eater. 2. A part of the Cake-Eater's Shame.

KLUCK: n. masc. or fem. Dumb but happy.

MEAT-BALL: See, Oh, see Kluck.

NECK: n. neuter. A rack for the arm.

NECKING-PARTY: n. neuter. Think it over.

ONE-FLIGHT-UP: n. masc. Mordant reference to manner in which a Cake-Eater salvages \$15 on his robes.

PETTING-PARTY: n. neuter. Self explanatory.

PORCUPINE: n. masc. See Cake-Eater.

SAILOR-PANTS: n. masc. 1. Nearly a Scandaler. 2. n. neuter. Nearly a Scandaler wears to a wrestle.

SCANDALER: n. masc. 1. A waxed floor full-back. 2. The stuffing of a Post-Jutland hat. Piccadilly suitings and size 13 shoes with open plumbing.

SHARPSHOOTERS: Also Sharples: n. masc. What Scandalers call Cake-Eaters.

SOFT-SHOE-DANCERS: n. masc. What Finale-Hoppers call Cake-Eaters.

SNAKE: n. masc. 1. A Cake-Eater nibbling cake on the parlor overstuffed. 2. A Scandaler scandalizing.

STRANGLER: n. masc. What Coal Oil Johnny and Death Valley Scotty weren't.

TEA-FIGHTER: n. masc. A Cake-Eater or Scandaler on the Big Time.

TODDLER: n. fem. A Finale-Hopper's swifter sister. Obs.

WRESTLE: v. very intransitive. What the cut-ups of 1899 called a Hop.

In recognition of the first complete theatrical performance ever broadcasted by radiophone, Ed Dyna, he of "The Perfect

Fool," told the other a brand new joke last Sunday night at WJZ.

"I'm going to quit the stage," Wynn informed the radio active waves. "I've hit on an invention that will make me a fortune."

"No? What?" whispered the ether, incredulously.

"A non-reliable baby-buggy," snickered Wynn.

Great merriment from Eastport to San Diego.

Nothing was omitted from "The Perfect Fool" except the scenery and a ballet number. The latter, Wynn explained, was too scantily clad to be sent through the air on a winter's night.

Preliminary to each appearance before the microphone, Guy Robertson, a tenor, carefully rearranged his blond hair and the ladies of the chorus grabbed their powder puffs at every cue.

The most unusual dramatic critic New York knows is a woman who signs herself "The Skirt." She reviews legitimate, vaudeville and even films for Variety, a stage weekly, concerning herself solely with costumes.

This is "The Skirt's" manner of reviewing a vaudeville act:

"The Whites are two adorable kids, first in pink-checked pinafores and then in white rompers. Solo numbers were done, one in a red velvet Russian costume, the other in Scotch plaid. They finished in delightful little pink chiffon frocks made very short waisted and ruffled at the hem."

To do justice to one gown worn by Doris Keane in "The Carina," "The Skirt" uses 250 words.

The which is a reminder that all that glitters on the stage does not require a safety deposit vault. One of those gorgeous "diamond" bodices seen in vaudeville and circus acts is priced at \$23.25 in a Forty-sixth street costumers; a scintillating head dress is marked \$6.30. The jewels are rhinestones.

The new spring color, we hasten to announce, is "lip-stick red."

This new red is no respecter of ages, our advisory expert on the sex informs us. "It is for the woman who is really young and for the woman who is trusting her clothes to keep her looking so," the fat reads.

No mention is made of "eyebrow pencil black" as yet.

When a vaudeville actor is out of work he customarily inserts a card in a theatrical paper under the caption, "At Liberty." In such a season as this, so gentle a blast is lost. Griff, who calls himself "The Bubble Babler," carries a card in a stage paper this week with the following lament:

"Still out of work—

"Tried to flop to Keith and only flopped.

"Tried the Fox time and it did not come off.

"Tried for Wolf's Philly time and no answer.

"Tried for Loew time and nothing doing.

"Tried the 'Pan' time and Keefe told me to call again.

"Will have to look up the steerage rates for England shortly, and 'I don't want to go!'"

Which, translated into English, signifies that Griff has exhausted every known resource, but hasn't given up hope.

A National City Bank man not long back from Russia told me this story about David R. Francis of St. Louis, ambassador to Pet-

rograd, and his houseman, Phil, a Missouri negro:

By the time of the bolshevik revolution, shoes, in the St. Louis sense of the word, were impossible to get in Russia. The ambassador extraordinary's and minister plenipotentiary's newest pair was two years old. One day the Siamese minister dropped in for tea and thrust forth a shiny new pair of cordovans of the latest American mode.

"Where in the name of the Orthodox church did you get those shoes?" Francis demanded.

"Oh, Phil got them for me," the minister answered, matter of factly.

When the minister left the ambassador rang a bell that brought Phil. He was doing a rousing business in Yankee shoes, developed, importing them in the embassy mail pouches, still violate at that time.

"I didn't know you wanted any shoes, governor," Phil protested. "Why didn't you say so?"

Another yarn is concerned with Phil's protest to the ambassador over the latter's custom of walking abroad each night after dinner for a constitutional.

"This town's full of mighty mean folks, governor," he grumbled. "The streets ain't safe no more."

"Oh, no one will bother me," Francis said without looking up from an American paper three months old. "If they did I should merely explain that I am the American ambassador."

"And you know what they'd say?" Phil retorted. "They'd say, 'Thank do good Lord for what he done sent us.'"

This is what the movie and the motor car have done to the "speaking stage." Ten years ago there were more than five thousand theatrical troupes of one sort or another playing the country. According to a theatrical statistician the total of stage units of every sort, legitimate, burlesque, musical comedy and vaudeville tabloids on the road in the middle of this season is 256.

And here comes the radiophone with fresh competition!

Joe Raymond, whose real name was Joseph R. Eintrach, once a burlesque comedian and later a booking agent, died in an asylum here the other day, leaving unsolved a mystery of the stage. According to Raymond's friends he lost his mind brooding over the enigma. Twelve years ago Raymond married "Teddy" Gerard, who since has achieved musical comedy stardom in London, here in New York. Immediately after the ceremony she excused herself and Raymond never saw her again. She repeatedly made overtures for a divorce, it is said, offering him as much as \$10,000, and he as regularly refused. Broadway expects to see "Teddy" Gerard back in America again now that Raymond is dead.

They tell marvelous tales of the profits of beggary in New York. Here comes two under the seal of

Roy P. Gates, executive of the joint application bureau. Gates frequently turns panhandler to keep himself posted on the industry.

"The two most successful beggars known to me in New York," he says, "are an entirely able bodied man who works the Times Square district and commutes daily to a handsome suburban home where, apparently, his trade is not known, and a one-legged man whose territory is the South Ferry and who has one of the best stocked liquor cellars in town."

Our enterprising panhandlers are close readers of the papers and the Literary Digest, it seems, and exploit every fresh disaster. The last to stop me was a victim of the Washington theater disaster with one arm in a sling.

The Times Square district in the theater hour is reputed to be the world's most fertile forty acres for mendicancy. Not only is the crowd the largest and most free-handed extant, but its density hides the beggar from the police. The man who can't make \$5 an hour in it, Gates holds, should return to practicing law or stock brokering. He is an incompetent.

The record still is held by one Thomas Campbell who lost his arm in a railroad wreck. More than three pounds of coins and a sheaf of bills was found on him when he was arrested in 1919 in an A.E.F. uniform, his chest covered with decorations. He boasted that he had collected \$66 in one hour. And the wounded veteran game still is good for better than the union scale for labor.

New York has half a dozen tipless restaurants where a waiter is discharged for taking a gratuity. Instead a 10 percent service charge is added to the bill and paid by the house to the waiter. Regular waiters get only \$12 a week in wages, but their earnings average \$37 a week under this scheme.

Tippling has invaded even the humblest eating houses. You get an even dirtier look for failure to lay a nickel beside your hamburger steak at the Busy Bee than by passing up the head waiter at the Rendezvous.

New York goes far afield for its winter fruits and vegetables. It is four thousand miles from here to Capetown or Valparaiso, yet both South Africa and Chile truck and fruit growers sell their product here in competition with Long Island and the southern states. A refrigerator ship arrived Saturday from a Chilean

port with three thousand cases of fresh peaches and a quantity of melons, grapes, cherries, plums, apricots and asparagus.

The simulation of the pop of a champagne cork long has been a problem in stage management. The meticulous producers used to employ real champagne, but this hercule expedient is no longer practicable.

The crafty Theater Guild has solved the dilemma with a minimum of expense and a maximum of poise. Wine is opened lavishly in one scene in "He Who Gets Blapped." As it is brought on the Count Mancini lifts his voice and orders the menials: "And let their be no bourgeoisie popping of corks."

The audience elbows each other and the corks issue silently from the property bottles.

Now we are to have "If Winter Comes" in the movies. The cultured press agent of the exquisite Mr. Fox informs us: "The theme is taken from Shelley's (sic) 'Ode to the East Wind' and the line, 'O if Winter comes, can Spring be far away.'"

Aside from the mis-spelling of Shelley's name, mis-stating the name of the ode, the wind being from the West, not the East, and that the line reads:

"O wind,

If Winter comes, can Spring be far behind? the cultured press agent is correct.

What he did to the ode, its name and the author, probably isn't a caution to what his employers will do to the novel.

E. Phillips Oppenheim denies that he is a syndicate. The English author of seventy novels in twenty years, each a big seller, is here for a talk with his publishers. He is 55 now. Until 35 he was in leather, as they say in London. He turns out from four to five thousand words a day, dictating to a secretary, with every fourth or fifth day off.

"Plot?" he said the other day at the Biltmore. "I never have a plot to begin with. I get a vision of two or three good characters. I live with them a while. Shortly they begin to do things and say things of their own volition. I just let them rip, and before I know it a book is done. It's great fun, really."

Oppenheim hasn't had the same gratifying experience with the movies to which Joseph Hergeheimer testified in Kansas City recently. "I've made the last scenario from a novel of mine," Oppenheim says. "Profitable as it is, it is ghastly. Novels must have a soul. One can't put a soul

into the skeleton called a scenario. If the cinema people want any more of my stories they will have to dig them out of the usual eighty thousand to one hundred thousand words."

"The fact that most of the vamps in history, from Delilah down to Nan Patterson, have paid for their enterprises in misery and woe—" The Star commented editorially not long ago.

We have no recent advices on Delilah but, even at the cost of spoiling a moral, it is heedful to point out that Nan Patterson is and long has been Mrs. Sumner K. Prescott of Seattle, wife of a wealthy manufacturer, and moves in Seattle's Haut Ton.

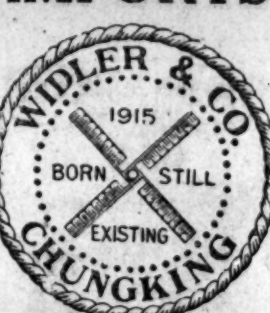
Some months ago the story came out of Yonkers that the former Floradora sextet beauty and principal in a murder trial had fallen to the state of a slattern living in a shack on the outskirts of that suburb and fighting with her neighbors over a washtub.

The papers which printed the story have since, on the advice of counsel, published an apology.

J. Fuller Gloom and his brother pessimists who hold that the world is growing no better are borne out by the ultimate St. Valentine's days. The comic valentine suddenly burst its tomb and stalked pestilentially abroad.

Joseph Koehler has been a printer of novelties at 160 Park Row for fifty years. For the last five years he has had 290,000 old fashioned penny comics on his shelves. They were the familiar, grotesque wood cuts in glaring reds and greens, unchanged in form or sentiment in a generation.

IMPORTS



SOLICITED

Write with an Eversharp

WRITE with an Eversharp and you'll never make thick, blurring lines. Write with an Eversharp and you won't waste leads. Write with an Eversharp and you'll never be bothered with a short pencil.

In fact, write once with an Eversharp and you'll never use any other kind of pencil.

Made in gold, gold-filled, silver and silver-plated styles, in various patterns and sizes—every pencil equipped with an eraser concealed by the cap.

For Sale at Leading Shops Everywhere

Made and Guaranteed by THE WAHL COMPANY New York U. S. A.

EVERSHARP

The name is on the pencil

Phone for Sample Selections

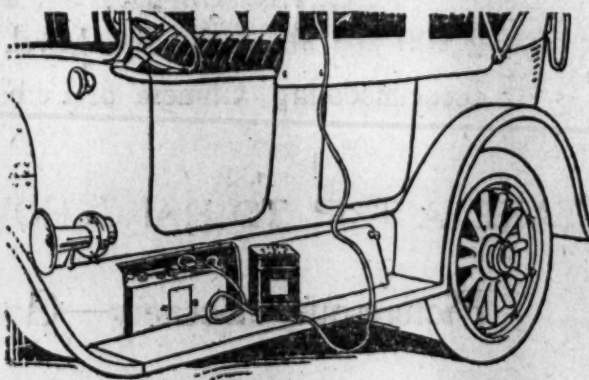
of embroideries, handmade underwear, pongees and everything in silk.

Our prices are Right

THE CHARLE & CO.

F. 93 Bubbling Well Rd. Opp. Race Course

Phone C. 5834



Keep Your Battery Fully Charged with a

Tungar RECTIFIER

All batteries run down even though they are in connection with a generator on your engine. Don't starve your battery and expect it to do good work.

The little Tungar is just what you need. Start your charge and leave it over night—the rectifier will do the rest. Operates from any lighting circuit from 110 to 120 volts.

Ask us to demonstrate

Tungars are made in a variety of sizes from a small 2-ampere charger for motor cycle batteries to a 10-battery charger for use in the service station.



Andersen, Meyer & Co., Ltd.

4 Yuen Ming Yuen Road SHANGHAI Telephone Central 778



CHUNG HWA SHOES

are the Shoes discriminating men should wear.

They are better than any other shoe you ever saw at the price.

See them and no further argument will be necessary.

Made in China, though equal to the imported kind in style, finish, comfort and wear.

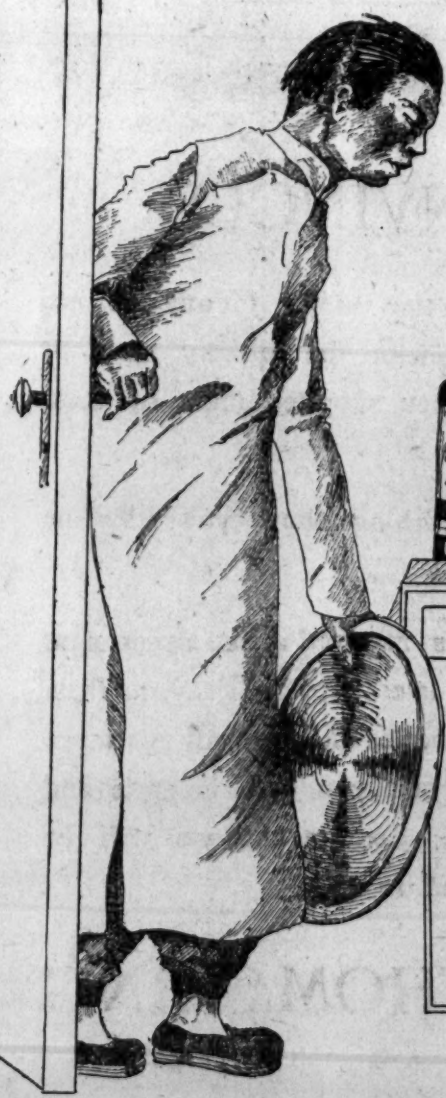
They cost considerably less.

CHUNG HWA SHOE Co., Ltd.

P 566 NANKING ROAD 142 NORTH SZECHUEN ROAD

Shanghai

Hosiery in all colors for men and women at lowest prices



Top Notch

KING GEORGE IV

SCOTCH WHISKY

GANDE, PRICE LTD.

SOLE AGENTS

Poison Gas In Business

Nations Of World Erecting Commercial Defenses And Sharpening Tools Of Industrial Warfare For Offensives—New Methods Use For Monopolizing Trade

BY EDWARD A. FILENE
Director International Chamber of Commerce

The nations are discussing mutual agreements to limit the use of poison gas in warfare. Can we also regulate the far more insidious and deadly poison of monopolization of essential raw materials which will infect the vital organs of society and dry the very life blood in its arteries of commerce?

I asked the question of political and industrial leaders in most of the important countries of Europe during the past few months. Everywhere I found apprehension: vague apprehension of further troubles between nations; lack of confidence in every one in every one else; determination to make each country as secure in itself as possible. All the leaders are fearful. They have not sufficient trust to release commerce to its natural freedom.

Lip service is paid to military disarmament but everywhere with mental reservations. The biggest weapon of all—trade—has been reserved. The belligerents have thrown their old codes of honor in their commercial rivalries into the dust heap. In the present state of mind of most of the European statesmen and commercial leaders the stage is being set for a gigantic trade war the like of which the world has never seen before.

Country after country is erecting commercial defenses and sharpening its tools for offense. As in the World War, new weapons are being devised, and the most blighting of all of these are the various measures that nations are taking to control and monopolize for their own selfish purposes the essential raw materials of the world. Those countries which contain the basic raw materials are building commercial barriers that are making those beyond their borders find it increasingly difficult to get their necessary supplies. Italy faces a situation which is growing more critical for her day by day. If she cannot procure her raw materials on equal terms with other nations her case will soon become desperate. No country will make loans to a country which cannot get the supplies necessary for its manufacturing establishments. She has little besides her olive oil; she must depend on other countries for her coal and iron. With German coal requisitioned for France under the treaty to an extent that barely left enough for herself, Italy was obliged to depend on England, and until the latter country removed her differential export duties in 1920 the coal situation looked black indeed for Italy. That is only one of the items for which she is entirely dependent on other nations.

MAD SCRAMBLE IN EUROPE

Europe's mad scramble for control of internal supplies has reached its maximum in the newer, smaller States. Each of the little Baltic States has erected a barrier of export taxes. Estonia, Latvia and Lithuania each tax all the most important exports of their territories. The process has been going on progressively ever since they were broken off from Russia. Their list of goods on which export taxes are levied have been extended and the duties increased until trade is nearly at a standstill. With each extension in one country the others must counter with further increases.

The Balkan States started a similar economic struggle, but a few of the calmer Balkan leaders saw that they were "cutting off their own noses" and during the past year Czechoslovakia, Yugoslavia and even Bulgaria reduced or eliminated certain export taxes. But there is no certainty that this is more than a temporary respite. If the neighboring countries do not follow suit on stopping this type of warfare, the mad chase must continue and these countries will be forced to restore their high duties in self-defense. Rumania still maintains an export tariff of 20 per cent ad valorem on all her exports except mineral oil. This latter is exempted only because of strong pressure which was brought to bear on her by all the other States of Europe which depend on Rumania's oil wells for their principal supplies.

The pernicious effects of this mode of warfare have been recognized throughout the world, but the counsel of sane heads seems powerless to cope with the frenzy which has taken hold of the European nations. The Treaty of Versailles forbade certain individual restrictions and taxes that might hamper the position of other countries. It specifically provided that no restrictions should be placed on exports of coal or metals from the Saar Basin or from Upper Silesia into Germany or on coal exports from Poland and Czechoslovakia into Austria. Germany was forbidden the right to restrict exports, but riding ruthlessly over the technical wording of the restriction she has evaded this prohibition by placing a tax (enacted in December, 1919) on export

licenses—this tax being based on the export value of the goods.

CAUSE OF APPREHENSION

What use will be made of this new offensive weapon in international warfare will be determined by the actions of the great commercial nations of the world. And here we find the greatest reason for apprehension. The British Empire, the greatest of free trade nations, has suddenly begun a new and menacing course of restricting exports of basic raw materials. It bids fair to upset the established commerce of the entire world if the present policy is expended, forcing nations everywhere to create defensive barriers to protect themselves against such reckless tampering with the natural channels of world commerce.

The only preferential tax of any importance in the British Empire before the war was levied back in 1903, when the Federated Malay States placed a prohibitive export tax on all exports of tin ore which were not destined to be smelted in the Straits Settlements. It was openly stated, a few years later, that this was done with the single purpose of preventing the growth of tin smelting in the United States, and it certainly has acted to prevent any outside competition whatever with the monopoly of tin smelting at Singapore. Since the war the differential tax has been removed on shipments of tin ore to other parts of the British Empire, but it still bars exports to any other country.

The other preferential export taxes that have been enacted in several British colonies and in India have all been imposed since the war. Palm oil shipments from West Africa were covered by a tax in 1916. This was ostensibly to prevent the return of the oil crushing industry to Germany after the war, but although no mention of the United States was made by either side in the Parliamentary discussion on this tax, it is a most interesting coincidence that just at that time oil crushers were being erected in America to supply our soap and vegetable butter manufacturers, whose supplies from Germany had been cut off.

Preferential export taxes on hides and skins were placed in India, Egypt and South Africa during 1920 with the effect of protecting the English tanners. This cloud of blighting gas rolled over the new glassed kid industry which had grown rapidly during the war, dependent almost wholly on India for its supplies.

Australia now has under construction a preferential export tax on wool. This again would bear very heavily on the woolen goods manufacturers of America.

This past year we have improved greatly the qualities of our domestic grades of wooden cloth, so that there is no longer the wide divergence between domestic and English goods that was obvious before the war. Perhaps they think that a blow at this industry now might re-establish the English monopoly of the finer grades of woollens.

Finally, I must mention the phosphate convention between Australia, New Zealand and Great Britain monopolizing the entire phosphate production of the island of Nauru, the richest deposit in the world, which was turned over to Great Britain under a mandate of the League of Nations. Before the war, under German control, the phosphate production from that island was sold without restrictions to all countries. Our farmers are becoming more and more dependent on this phosphate supply for their fertilizer.

I mention these instances of British control of basic raw materials because they affect industries in the United States, probably more directly than similar control of supplies by any other country and also because of the important moral effect of this reversal of British free trade principle on which the commerce of the world has shaped itself for the past fifty years. But Great Britain and her Dominions are really following the course of the other European countries. France has long had her preferential trade relations with her colonies. Spain, Portugal and Holland all control the essential supplies of their colonies. Such preferential trade relations are being strengthened and extended since the cessation of military warfare.

Acting in concert at San Remo, England and France made an attempt to monopolize the mineral oil supplies of Europe. Italy protested so strongly that finally her bankers were offered the chance to join the combination, but that did not help the manufacturers and consumers of oil in Italy. Everywhere countries are en-

Indigestion and Constipation.

Prior to using Chamberlain's Tablets, I suffered dreadfully from indigestion. Nothing I ate agreed with me and I lost flesh and ran down in health. Chamberlain's Tablets strengthened my digestion and cured me of constipation. writes Mrs. George Stroup, Solway, N. Y.

Sold Everywhere

deavoring to gain monopolistic control of the supplies of essential raw materials in the offensive and defensive economic war which is progressing. What is going to happen if this new kind of poison gas is let loose on the economic world to wither up the industries of competing nations? Suppose India and Ceylon should place a similar preferential export tariff on cinchona bark, following the new policy they have adopted? Then suppose that Java retaliated? The whole world would have to pay whatever toll was asked for its supplies of quinine. No poison gas yet devised or to be invented for military warfare could inflict an infinitesimal amount of the damage to society that such a tax would cause. The great epidemics of past ages that devastated the world would return in more virulent form than ever before, for the race is packed closer in this little world of ours than it was a century ago.

PRESSURE TO RETALIATE

America cannot retaliate in kind now, for under our Constitution all export taxes or restrictions are specifically prohibited. But we may be forced to enter this war as we were forced to enter the European War. Our Constitution can be changed, and changed rapidly when necessity arises, as we proved after the Civil War. Even without the stimulus of war, the last four amendments were pushed through in comparatively few years.

An export tax on cotton would hit the Lancashire cotton manufacturers harder than the British tin, hide and oil taxes have hit our manufacturers. England, even though she does control 28 per cent of the world's surface, cannot go this pace alone, because there are still materials which she must have that are not to be found in all her vast possessions. Surely no other nation can hope to starve out the rest of the world and keep from being starved itself. But the selfish, reckless use of this economic poison gas would hasten the mutual destruction of the white races. Devastating each other's industries would exhaust the civi-

lized countries of the world more quickly than any type of chemical devastation that can be conceived. If this trade war cannot be restricted, let the white race beware "the rising tide of color."

"In our folly in allowing this poison gas of trade warfare to escape are we going to add our vaunted civilization to the list we look back upon that have in turn "swung laboriously up to a meaningless apogee and then lapsed again into darkness?"

If the Genoa Conference is really going to do any constructive work toward bringing peace to distracted and impoverished Europe it must attack this growing menace of the selfish control of basic raw materials by the countries which are fortunate enough to possess them and thus relieve the world of the most deadly of all its poison gases.

AMERICAN-CHINESE TAILORING HOUSE

G. C. BARLETT, MANAGER

"CLOTHES THAT SUIT"

We have just moved to new quarters where we have fitted out a new room.

We are able to fit you with an art that will be satisfactory to you when the clothes are finished.

Drop in and look over the new Spring Samples. It will cost you only a few minutes of your time.

At No. 158 BROADWAY 2nd FLOOR



BOOKS—BOOKS—BOOKS

CHOW TZU KONG BOOK SELLER

(No. 111 Szechuen Road, Tel. No. C.3510)

NEW BOOKS about CHINA and JAPAN

We sell all kinds of British and American news papers, magazines, novels, and other periodicals, code books, school books, stationery, and many kinds of second hand books. We also keep a great stock of French novels recently arrived.

An American Diplomat in China, by Paul S. Reinsch \$8.00

The Chinese Fairy Book, by R. Wilhelm 5.00

China, by Sir Robert K. Douglas 5.20

Chinese Fairy Tales, by Adele M. Felde 3.50

More Translations from the Chinese, by Arthur Waley 4.00

170 Chinese Poems, by Arthur Waley 5.00

Truth about China and Japan, by B. L. Putnam Weale 5.00

Hand-Book for China, by Carl Crow 4.00

Useful Phrases in the Shanghai Dialect, by Gilbert McIntosh 1.00

Japan by David Murray, Ph. D. L. D. 5.20

Japan at First Hand, by Joseph I. C. Clarke 7.00

Japan Real and Imaginary, by Sydney Green-bin 8.00

CODE BOOKS

A. B. C. Code book, 5th Edition \$30.00

A. B. C. Code book, 5th Edition Improved 35.00

A. B. C. Code book, 6th Edition Five-Letter Words 40.00

Bentley's Complete Phrase Code book, New Edition 35.00

Bentley's Complete Phrase Code Book, Improved 50.00

Bentley's Complete Phrase Code Book, Pocket Edition 25.00

Bentley's Complete Phrase Code Book, With 3-Letter Words 75.00

Western Union Telegraphic Code Book, Five-Letter Words 75.00

Western Union Telegraphic Code Book, Universal Edition 35.00

Lieber's Five-Letter American Telegraphic Code Book 45.00

Peterson's International Banking Code Book, Five-Letter 45.00

General Telegraphic Code Book, Five-Letter 60.00

CHOW TZU KONG BOOK SELLER

111 Szechuen Road, Central 3510.

ARCHIMEDES

THE PORTABLE OUT BOARD MOTOR

Is the only successful solution of the Out-board-motor problem, and is guaranteed to give an absolute reliable and satisfactory run without any trouble whatsoever.

Easy to adapt on any kind of boat, it is the ideal motor for pleasure craft, especially suitable for houseboats and sampans.

PERFECT BALANCE and FREEDOM from VIBRATION are the characteristic features of the two-cylinder

ARCHIMEDES-MOTOR

The **EKMAN** FOREIGN AGENCIES LTD. SHANGHAI

ENGINEERING SHOWROOM 496 HONAN ROAD

Complete Equipment Cotton Machinery Built by Specialists

WOONSOCKET MACHINE & PRESS CO., INC.

PICKER AND CARD ROOM MACHINERY

Feeders	Intermediate Pickers	Drawing Frames
Openers	Pincher Pickers	Slubbers
Conveyors	Thread Extractors	Intermediate Frames
Bale Breakers	Roving Waste Openers	Roving Frames
Breaker Pickers	Revolving Top Flat	Jack Frames
	Cards	

FALES & JENKS MACHINE COMPANY

RING SPINNING & TWISTING MACHINERY

Ring Spinning Frames for Cotton, Ring Twisters for Cotton, Wool, Worsted, Silk, Jute, Flax and Novelty Yarn

EASTON & BURNHAM MACHINE COMPANY

WARPING AND WINDING MACHINERY

Spoolers	Reels	Spindles
Beam Warpers	Doublers	for
Ball Warpers	Banding Machines	Cotton
Skein Winders	Card Grinders	and Silk

SOLE AGENTS IN CHINA

WAH CHANG TRADING CORPORATION

9 NINGPO ROAD SHANGHAI

Telegraphic address 7006 Telephone Central 5387-88

THE CHINA PRESS

PUBLISHED EVERY DAY IN THE YEAR EXCEPT ON MONDAYS AND HOLIDAYS

CHINA PRESS, Incorporated, Delaware, Publishers

The "Federation Of The World" Or Europe At Least

It Will Come Some Day, But WHEN? An Intelligent Young Woman's Interesting Speculation

Mrs. Leopold Fredrick, thoughtful and intelligent young New York woman, presents a picture of future possible peace and co-operation that will interest you. Her idea is "A United States of Europe." Every nation to have its two Senators, in a governing body, the President of all Europe to be chosen first from one nation, then from another, going all the way round.

Read the plan, think it over: also the objections and the arguments in favor of it.

Here is the plan:

The United States of Europe—A Possibility.

By Mrs. Leopold Fredrick.

EUROPE since its earliest history—and emphatically so today—was and is a mass of steady (also shifting) hatreds. Chief of the hereditary hates, lasting through centuries, is, of course, that of France and Germany, Italy and former Austria, the latter inherited and carried by the Jugoslavians of today.

It is useless here to enter into the cause of the hatreds and friendships. The friendships are usually due to self-interest; the hates to jealousies, fear and past oppressions, but whatever the cause for either, Europe must be awakened to the fact that if it is to be saved from ruinous wars, it must build a United States of Europe.

They must set aside their prejudices, their suspicions and their jealousies, look at their past impersonally, as we look at the Middle Ages today; set their faces and their thoughts to the future.

My suggestion would be to begin in the school rooms. Do away with the education of hate. Teach the children to respect and admire the good qualities in their neighbors, not to dwell on the bad ones. Next show them by history, how by maintaining separate states there were continual wars. Before the unification of England, France, Germany, Italy, was occurred in these countries continually, while after the consolidation such a thing was not to be thought of. That must be kept in the child's mind. Teach the child to look toward the federation for the peaceful, unafraid development of Europe.

That for the future. For the present, start with a very loose federation, very elastic, to fit need as they arise. I would model it on the Constitution of the United States of America.

There would be a president, chosen in rotation from each nationality. He would suggest it would be done by lot to avoid friction. Thus an English, French, German, Italian, Spanish, etc., delegate would each draw a number. Number one would have the first president, number two the second, etc. Each president should be nominated for six or seven years. Then country number two would succeed until each had had its turn, when country number one would start again.

The chief executive, the cabinet and parliament of each country should select the president, also the two senators, which each country, large or small, should send to form the upper house. The lower house ought to be elected by popular vote on the basis of population.

The "Federation of the World" and the Parliament of Man, dreamed of by poets, believed in by so-called "Utopians" will undoubtedly EXIST on the earth some day. You will ask, "But when?"

The thought that it may be remote does not mean that it will NEVER happen.

When William the Conqueror went to England, won the battle of Hastings and made himself ruler, there were twenty-two separate kingdoms on that small island. There were many languages, many hatreds. Scotland fought and hated England. The North of Scotland fought and hated the South of Scotland. The Highlander looked upon the Lowlander as a cattle thief. The Highlander looked upon the Lowlander as one from whom cattle ought to be stolen.

Now England is all one nation, England proper.

If anybody had told the rulers of these little nations in England that they would all be under one king at some time and that the same king would rule three hundred million Asiatics in India, all of Canada, and New Zealand, Australia, South Africa, what would the little barbarian English kings have said?

Yet today England does rule something like a third of the whole population of the earth.

When white men first came to the United States they found dozens of Indian tribes, kings and chiefs. They spoke different languages, they murdered each other, some of them ate the others. Some ate clay and grasshoppers.

Now Indians have disappeared as a ruling factor. One country extends from the Atlantic to the Pacific. One single government rules all the United States, forty-eight great countries united under one government. We no longer eat each other, although the rich, as far as they can, take advantage of the poor and eat more than their share.

We have seen the thing done in America, seen it done in England. We have seen many states in Italy and in Germany made into one single state.

The day is coming when all human beings will despise war, be above jealousy, envy, petty rivalry. Then the condition that Mrs. Fredrick foresees in her interesting "possibility" will come true. But it is a long way off, probably.

Canton, A Twentieth Century City

Modern Electric Light And Power Plant; Wide, Well-Kept Streets And Roads; Tram Car And Motor Bus Service; A Purified Water Supply; All Developments Of The Past Few Years In South China Capital

By Tse Tsok-hai

Director, Kwangtung Electric Supply Co., Ltd.

Canton is the capital of Kwangtung Province, situated on the Pearl River about 60 miles from sea. As far as can be ascertained from records, her people started trading with foreigners in the second century. Although Canton was in contact with the outside world as early as that date, yet the city did not progress in the modern sense and was not much different from any other large city in China in modern developments. However, in recent years the city has taken a sudden lead in the modern development in South China. The scope of this paper is to give a narrative of what has been done in Canton in the development of public service engineering.

Prior to 1909 the electric lighting plant was operated under a European concern with an exclusive franchise of 32 years for supplying the city of Canton with light and power. The Chinese bought it back in 1909. At that time the plant consisted of 4-175 H.P. condensing compound steam engines with 4-200 H.P. water tube boilers complete with economizers and induced draft fans, and 3-200 H.P. 4 cycle direct connected Diesel sets. Since 1909, 3-200 H.P., 1-300 H.P. and 2-500 H.P. 4 cycle direct connected Diesel sets were added from time to time. The last addition was completed at the end of 1915, and consisted of the 2-500 H.P. sets.

DIFFICULT UNDERTAKING
In the construction of the power plant the greatest difficulty encountered was in the circulating water system for the condenser plants. This, of course, like the rest of the power plant was designed for an ultimate capacity of 30,000 K. W. The nature of the ground at the plant location is porous due to it being reclaimed ground, the filling having taken place over a period of many years.

The pump house proper runs in a parallel line with main generating units and consists of an intake and discharge water tunnels running parallel to one another. The intake has a depth of 27 feet below the bund level. Connected to these at right angles are two tunnels each 7' x 6' cross section, the lower one being the intake and the top, the discharge. Before reaching the bund they make a turn of 45 degrees and for a short distance run parallel with the bund wall. They then straighten out and meet the bund wall at right angles. At this point the discharge tunnel stops, but the intake water tunnel continues from the bund wall for a distance of 40 feet out into the river where it joins the screen house. This house contains four removable screens each being capable of screening the total amount of water necessary for 30,000 K. W. capacity. The screen house, intake and discharge water tunnels and pump house are made of reinforced concrete throughout.

To complete the river end of this job it was necessary to put down a cofferdam, and although this served this purpose to a limited extent, eventually divers had to be employed to finish up the excavation and concrete work. The bed of the river at this point was a mass of huge boulders, some weighing as much as 4 tons while the majority were between 300 and 400 lbs. With such a bottom it seemed nearly impossible to keep the water out. The original intention to pump the water out of the cofferdam and do the excavation and concrete work in the dry, was found to be possible only during low water and fortunately this condition existed until the screen house was completed, but with the rainy season coming on and the continued high water it was impossible to keep the water down when discharging water from the cofferdam at the rate of 10,000 gals. per min., so it was decided to give up the attempt and employ other methods.

DIVERS SET SLABS
Divers were then employed and the excavation for the connecting tunnel was completed under water. This was followed by pouring an auxiliary concrete slab under water. The sides of the tunnel were then made in three foot sections with tongue and groove joints, these being made of concrete above the water with the reinforcing iron protruding at right angles, at the top and bottom of each section. These large blocks of concrete were then lowered to the bottom and were set in position by divers under the water and the reinforcing iron connected across at the bottom to opposite sections. The permanent concrete bottom of the tunnel was then poured under water and allowed to set. The pumps were then started up and the water brought down to within four feet of the bottom, and it was kept at this point while the forms for the top were put in place, the reinforcing iron connected across and the concrete poured. When finished this tunnel was an excellent job.

The reason for going down so deep with the intake water tunnel was due to the rise and fall of the river, it varying at different seasons of the year about 13 feet. As the condenser plant was designed to operate on the siphon principle, and the discharge water tunnel was run on the top of the intake water tunnel, to keep construction costs down, a water lock was provided in the discharge water tunnel to seal the discharge pipes from the condensers. The height of the siphon is 23 feet, being the highest we are acquainted with, and although not desirable it was made necessary due to the lack of ground space, the condensers being set very high.

Although a little troublesome when the plant was started up the troubles have been mastered and it is giving every satisfaction.

With the completion of the circulating water system our greatest task was over—indeed, the most difficult piece of river engineering ever attempted in South China.

CANTON WATER WORKS
The Water Supply Company, an entirely privately owned Chinese concern was started 15 years ago. Its plant is located at Tsingpo about 4 miles outside of the city limits. The water is taken from the river and kept in three settling reservoirs for about 24 hours, then pumped up to a "Highwater" or service reservoir whence it goes to six (6) and filters by gravity and finally goes to the clean water reservoir where it is pumped to the water tower in the city, about 2 miles away, through a 24" cast iron main.

The water from the settling reservoirs is pumped to the service reservoir by a suction gas engine pump and one locomotive engine pump. The water tower is 40 feet diam. by 27 feet high and the bottom of the tank is 113 feet above ground. The main pumping station consists of 3 triple expansion Worthington duplex double acting engine pumps each delivering 1,500 gallons per minute. Steam is supplied to these pumps from three 150 H. P. Lancashire boilers. The above equipment is capable of handling a daily output of 7 million gallons of water.

People in Canton formerly got their water supply either from the river direct, or from the wells inside their premises. As improvements in the city went on, the citizens realized more and more every day the need of water for proper sanitary conditions and the consumption has gone up accordingly and consequently the water work plant is not adequate to take care of its increasing demands.

One more city water tower and an extra sand filter are also being planned. When these improvements are completed the water company will be in a position to meet the demands for water for a number of years to come.

CANTON TRAMWAY
Prior to 1919 the only wide street in Canton proper was the Bund which ran East and West for a distance of about three miles along the north bank of the Pearl River.

Along this road rickshaws were in general use, but on the other narrow streets only sedan chairs could be used as a conveyance. Without exception all freight was transported on the shoulders of coolies.

With the organization of the Bureau of Municipality in October 1918 followed the tearing down of the city walls for modern roads and in 1919, the Kwangtung Tramway Company, a Chinese-British concern, was given an exclusive franchise to operate tramcars and motor buses with a seating capacity of more than eight persons on these roads and others within an area of 10 miles radius with the Civil Government's Yamen as center.

The Tramway Company paid \$1,000,000 for the franchise. This money was used by the Municipality for the development of modern roads which have helped transportation in the city to a wonderful extent and for compensation to property owners whose buildings and lands were condemned in opening up the roads. Automobiles and motor trucks of all makes are in general use nowadays and all wide streets are well provided with garages, which are a great help to one in distress but more often tax the pocket of the fortunate owner of the automobile. Freight is now generally moved by trucks drawn by coolies, which due to their large loading capacity, greatly reduces congestion on the streets.

Under the agreement made with the Provincial Government the Tramway Company were obligated to construct and keep in repair the middle twenty-five feet of any road in which its cars operate.

MOTOR BUS SERVICE
In February 1921, a motor bus service was opened to the people of Canton and has been well patronized since. The company now operates fourteen buses and ten trailers on one of the 30 feet wide roads between the Canton-Kowloon terminus and Tai Ping Gate, a Western Suburb business center, a distance of 2.3 miles. For this distance the center of road is constructed with two cement concrete strips nine feet wide, with five feet of blue concrete between the two, or one continuous strip of cement concrete twenty-five feet wide, all of which is four inches thick. The original intention was to construct the two nine-foot strips for the entire distance, but it was found that it did not stand up well under the heavy motor buses, so was changed to the single twenty-five foot strip before the road was completed. This section of the road is standing up well to the heavy traffic.

whereas the two nine-foot strips are continuously under repair.

Of the fourteen buses now in service four have locally built bodies on Studebaker chassis and have a seating capacity of twenty persons. The ten large buses also have locally built bodies on powerful "Four Wheel Drive" chassis, each of which draws a trailer. The bus proper seats twenty-three persons and the trailer accommodates 40 persons. The trailer is for "first-class" accommodation and a fare of 5 cents is charged. The buses proper are for first class passengers and the fare is 10 cents.

The bus service starts at 7 a.m. and stops at 10 p.m. daily. Contrary to expectation the greatest number of passengers are carried between the hours of 11 a.m. and 5 p.m. Instead of later in the evening which is generally the case in most cities. With this in mind, the tramway company has under consideration the advisability of changing over to electric cars and double tracks, so as to take advantage of the "Off Peak" rates now offered by the Canton Electric Company.

The bus service has been very popular since its inauguration, and continuously enjoys much patronage to the detriment of the rickshaw coolies, whose earnings have been so curtailed that they threaten to strike unless the bus trailers are withdrawn. For all this however the street car service is in Canton to stay and like the sedan chair coolies, after the rickshaws came, the ricksha coolies will have to find employment in other fields.

TELEPHONE SYSTEM
The telephone system was introduced about 17 years ago, and was under the control of the Central Government, but its control has since passed into the hands of the Provincial Government.

The city telephone system consists of one Central Exchange in the center of the city, one Sub-Exchange in the Western Suburb and one in Honam on the South side of the river. The system has a capacity of 3,000 subscribers, but at the present time the actual number of subscribers connected is approximately 2,600.

The whole system is of the magnetic-battery type. The first equipment was installed in 1905.

(Continued on Page 17)

whereas the two nine-foot strips are continuously under repair.

Of the fourteen buses now in service four have locally built bodies on Studebaker chassis and have a seating capacity of twenty persons. The ten large buses also have locally built bodies on powerful "Four Wheel Drive" chassis, each of which draws a trailer. The bus proper seats twenty-three persons and the trailer accommodates 40 persons. The trailer is for "first-class" accommodation and a fare of 5 cents is charged. The buses proper are for first class passengers and the fare is 10 cents.

The bus service starts at 7 a.m. and stops at 10 p.m. daily. Contrary to expectation the greatest number of passengers are carried between the hours of 11 a.m. and 5 p.m. Instead of later in the evening which is generally the case in most cities. With this in mind, the tramway company has under consideration the advisability of changing over to electric cars and double tracks, so as to take advantage of the "Off Peak" rates now offered by the Canton Electric Company.

The bus service has been very popular since its inauguration, and continuously enjoys much patronage to the detriment of the rickshaw coolies, whose earnings have been so curtailed that they threaten to strike unless the bus trailers are withdrawn. For all this however the street car service is in Canton to stay and like the sedan chair coolies, after the rickshaws came, the ricksha coolies will have to find employment in other fields.

TELEPHONE SYSTEM
The telephone system was introduced about 17 years ago, and was under the control of the Central Government, but its control has since passed into the hands of the Provincial Government.

The city telephone system consists of one Central Exchange in the center of the city, one Sub-Exchange in the Western Suburb and one in Honam on the South side of the river. The system has a capacity of 3,000 subscribers, but at the present time the actual number of subscribers connected is approximately 2,600.

The whole system is of the magnetic-battery type. The first equipment was installed in 1905.

(Continued on Page 17)

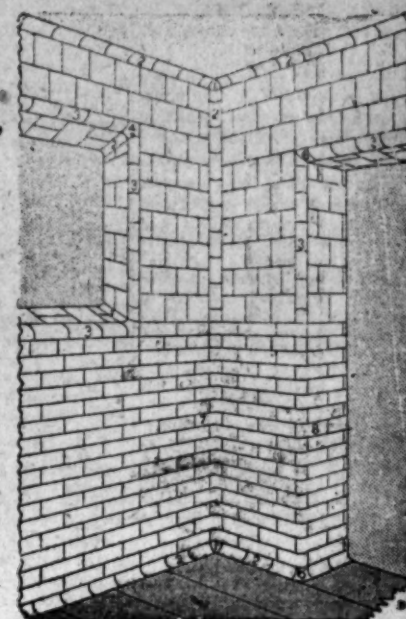
Tile Stocks in Shanghai

Messrs. Craven, Dunnill & Co.'s

Plain, Encaustic and Vitrified PAVEMENTS in numerous designs

PLAIN ENAMELS in Sixty Colours

Fender Kerbs Skirtings, Mouldings, etc. White Glazed and in Colours



Sole Agents: William Jacks & Co. Hongkong Road, Shanghai. Telephone Central 2796. Telegraphic Address: "LIMPETS SHANGHAI"

SLAZENGERS' RACKETS

Highest Class

THE RACKETS

"PATTERSON"

Made to the Instructions of Mr. G. L. PATTERSON

Winner of THE WORLD'S CHAMPIONSHIP 1919

BOYES, BASSETT & CO.

THOS. COOK & SON

TICKETS ISSUED AT TARIFF RATES RESERVATIONS MADE IN ADVANCE, BAGGAGE TRANSFERRED AND INSURED, BANKING FACILITIES FOR THE JOURNEY, BAGGAGE STORED AND FORWARDED

Telephones C. 2203-4, 5, & 2208 15 BUND SHANGHAI

RUGS AND CARPETS

TIEN-TSIN AND PEKING BIG ASSORTMENTS—RETAIL AND WHOLESALE Also Old Persian and Turkish Rugs

CHINA RUG COMPANY 774 Bubbling Well Road—Opposite Race Course

POWER ECONOMICAL EFFICIENCY

In all cases where Gas Engine Installations have superseded steam power, the change has resulted in increased efficiency and reduced working expenses.

For particulars apply to the Shanghai Gas Co., Ltd. Offices: 5, Thibet Road.

"BEAR BRAND" STERILIZED BERNESE ALPS MILK—

"The Richest of all Tinned Milks Tested"

says the committee on Infant and Invalid Diet of the Medical Missionary Association of China.

Sold by all Grocers

Sole Agents ANDREWS & GEORGE No. 62 Kiangle Road, Shanghai. Phone C. 454.

THE CHINESE-AMERICAN PUBLISHING Co., Ltd. The American Book-Store 25 Nanking Road

BIBLES FOR EASTER GIFTS

BIBLE. Scholars Edition Size 4 x 6 1/2, bound in flexible Morocco Divinity Circuit. Clear Type \$4.50

BIBLE. With Ideal Helps to private study, questions and answers on the Scripture. Illustrated. 5 x 7, flexible Morocco overlapping cover \$5.66

BIBLE. Teachers Self-Pronouncing Edition 5 1/2 x 8 1/2, bound handsomely in flexible leather \$8.00

LOOSE LEAF BIBLE. Contains 200 sheets ruled bond paper for memoranda 6 1/2 x 8 1/2, Fine India paper, flexible Morocco Divinity Circuit \$17.00

BIBLE. DUTY VERSION. Clear Type, bound in cloth \$4.00

THE BIBLE DICTIONARY. By William Smith, LL.D. A volume containing the biography, antiquities, geography, natural history and literature of the Bible with the latest researches and reference to the Revised Version 440 illustrations, cloth \$4.00

NEW TESTAMENT. American Standard Version Pocket Edition, limp leather \$1.50

NEW TESTAMENT. Pocket Edition, limp leather \$2.50

NEW TESTAMENT. Emphasized and with the Psalter \$2.10

THE CHINESE-AMERICAN PUBLISHING Co., Ltd. The American Book-Store 25 Nanking Road

US BOYS

(Registered in U. S. Patent Office)



Canton, A Twentieth Century City

(Continued from Page 16)

ment, switchboards, etc., were bought from Japan, but a few years ago some additional equipment was purchased from Sweden. The Swedish made switchboards are located in the Central Exchange, the signals of which are lamp-signals. Each switchboard takes care of 100 numbers and is in charge of one man operator. The average rate for telephone service is \$6.90 per subscriber per month.

As the system has been in service for many years without having received proper maintenance and improvements, the service has been rendered, with lack of supervision over the operators, is entirely inadequate for a city the size of Canton. The result is that a great many complaints have been made, and public opinion of the city now demands that its control be turned

over to the Canton Municipality which since its establishment has earned a name for its efficient management of public works. It is felt generally, that as the city has a population of nearly 1,500,000, the number of subscribers could be readily doubled.

In summing up the situation at present it must be admitted that the entire system will have to be reconstructed and improved if we are to expect the service that modern business demands.

CITY IMPROVEMENT

The improvement of the Canton city began in the latter part of 1918. In October, 1918 a Bureau of Municipality was organized with the Provincial Commissioners of Finance and Police as the directing heads. If it had not been for the perseverance and strong will of these commissioners, Canton would never have made the progress in modern development as we see it today.

In March, 1921, the Bureau was reorganized taking the form of a modern Municipal Commission Government, at the head of which is a Mayor with six department commissioners.

The first work started by the Bureau of the Municipality was demolishing the city walls. In all, 6 1/2 miles of city walls have been removed. The only part of the walls still remaining are on the North side of the city at a very high elevation.

The city walls which were built

in the 11th century, were constructed of stone and brick with earth filling. The width of the walls varied from 35 to 40 ft. and the height from 15 to 22 ft. The demolition of the walls began in October, 1918 and was completed by December, 1920. It took a little over two years to clean the ground and prepare it for modern roads at a cost to the city of \$400,000. It was indeed quite a problem to handle such a large amount of masonry and earth, but the stones and bricks were put to the good purpose of building road beds, and the earth was utilized in filling low places and the canals to be described later on.

OTHER WIDE ROADS
Outside of the city walls, many other wide roads were opened up either by cutting through buildings or by widening the existing narrow streets, the latter being utilized wherever possible.

In addition to the roads opened up by demolition of the city walls and in order to improve the system of communication and transportation, about 4 1/2 miles of wide roads were proposed, and in carrying this scheme out more than 3,297 buildings were condemned. It may be mentioned that in developing the city wall roads 3,276 buildings were also condemned. After the roads were completed it was found that 13 of these buildings had been completely demolished and the remainder partly destroyed.

Up to the present time about 11 miles of roads have been constructed under direction of the Municipality. They vary in width from 70 ft. to 150 ft., which includes the side walks on both sides of the street. They are generally of Macadam construction with corners of at least 60 ft. radius, are well graded and surfaced, and provided with a drainage system of drains. For the road beds, the bricks and sandstones taken from the old city walls have been used. This material was broken down to sizes from two to three inches in diameter, and was laid six to nine inches deep and then well pressed with heavy steam rollers. The surface of these roads is finished either with "lime concrete" or has the Macadam finish well rolled.

There are today in the city about 24 1/2 miles of modern roads suitable for automobile traffic of which about 3 miles represent concrete roads. Crossing of creeks and marshes are by culverts and bridges, many of which are of improved type.

WIDEN ALL STREETS
The street policy of the Municipality is very definite, namely that eventually all narrow streets shall be widened, and this is constantly kept in mind. It can be noticed now in Canton that whenever a building in the narrow streets is rebuilt either after fire, or due to improvements, it is set back a few feet, sometimes as much as 15 ft., depending upon its location. In other words no building is allowed to stand on its original front line if for any reason whatsoever, its front wall is rebuilt.

Lately an 80 ft. road 5,300 ft. long has been decided upon by the Municipality to facilitate traffic movement. It is a continuation of the West Bund to the terminus of Canton-Hankow Railway. As the old streets is only about 15 to 20 ft. wide with stone pavements all the houses thereon will have to be partly demolished and some even wholly destroyed.

When the old bund was built five high bridges of quite steep grade were necessary at that time in order to cross one creek and 4 canals so that sampans could have ingress and egress to these waters. Now three of the five bridges have already been taken down, the creek has been filled in and one canal has been replaced by a 12 ft. span concrete arch conduit sewer and the other was partly filled up leaving sufficient opening to perform its function as a big sewage drain.

There are three roads which deserve special mention.
(1) Waiwan Road: 100 ft. wide; 5,000 ft. long. Runs from the middle part of the Bund to the main entrance of the first Public Garden at the heart of the city. It is lined with trees on both sides and the sidewalks are 15 ft. wide. The present surface of this road is Macadam, but the intention is to eventually face it with cement concrete.

(2) Pakwan Road: 150 ft. wide; 2 1/2 miles long. The middle 40 ft. tract is reserved for trees and evergreens and cross-lanes are made wherever it is considered necessary. For forty feet on each side of this middle tract are roadways for heavy traffic and on each side of the roadways there are 15 ft. side walks. At present 2,480 ft. of road is finished with Macadam surface.

(3) Fungling Road: 100 ft. wide; 2 miles long. Leading from Canton, Shanhai R. R. Station at the West Bund (the most prosperous and congested section of the city) to the north side of the city. The northern and the middle section of this road follows the line of the old city wall and the southern section (1,500 ft.) was a part of the old canal, previously mentioned which has since been replaced by the 12 ft. span concrete arch conduit sewer. The filling of this road took up a large quantity of the earth from the city wall, thus considerably reducing the cost of construction. This road is of Macadam finish except the southern section of 1,500 ft., which is of cement concrete.

By McNamara

improvements. His work however is somewhat retarded due to the small appropriations made but it is expected these will be increased in the future.

RIVER CONSERVANCY

Before bringing this paper to a close I feel it necessary to mention two other great works that are going on and although the work is not actually being done in Canton City it does to a great extent affect the prosperity of its people. One is the River Conservancy and the other is the Bureau of the Public Highways.

No attempt will be made to give an account of the work done by the Conservancy as there is no necessity for doing so, except to state that it is doing extraordinarily good work and is certainly worthy of merit, as detailed reports of the work done is published both in Chinese and English each year, and these reports are available to those interested, by applying to the Director or Engineer-in-Chief of the Conservancy.

As to the Bureau of Public Highways, it was organized in October, 1920, to construct roads throughout the Province of Kwangtung. The headquarters are in Canton where the engineering staff consisting of 1 Chief Engineer, 1 Location Engineer, 1 Bridge Engineer, 1 Assistant Engineer, 10 Resident Engineers, 20 Surveyors and Draftsmen, are located. Each district of

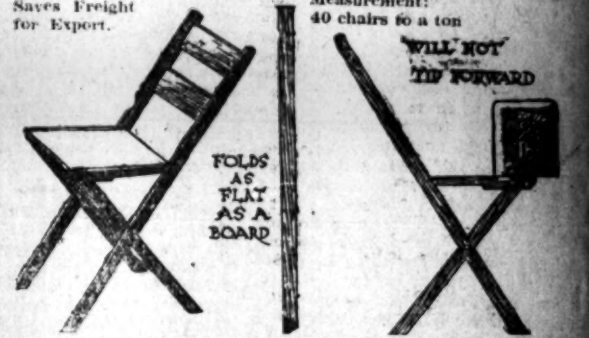
the 23 districts in the Province has a sub-office, which has one Director who is the District Magistrate, one Co-Director, one resident engineer, and his staff and each sub-office is responsible for the construction of roads in its district. Of the 23 districts, 32 districts are expected to complete 80 lbs of roads each year, 33 districts, 50 lbs, and 23 districts 25 lbs, until the roads planned are completed. Under this plan it is estimated that about 8,500 lbs of highway will be constructed in the Province; 1,900 lbs are already under construction and 200 lbs have been completed.

When these 8,500 lbs of roads are completed, all the important centers of the Province will be connected by a network of highways which will be 30 ft. wide with either earth or Macadam surface. This opening up of public highways will do much to improve the Province, industrially and economically.

There are many other public service engineering problems under consideration, for example, improvement of the harbor and bridging over the river to Honam, etc., but no definite plans have been reached as to how and when this work will be done, but without a doubt, as they are of such great importance, a way will be found to commence this work.

FOLDING CHAIRS CONVENIENT FOR EVERY PURPOSE

Saves Freight for Export.



We have been making chairs for Schools, Churches, Theatres, Etc. Over 25 Years

V. K. SHEN & SON

OFFICE: 9 Bubbling Well Rd. 'Phone Cent. 1716

TELE. ADDR: "SHENSON" Shanghai

WORKS: 1115 Yates Road 'Phone West 2977

Reliable Wrist Watches

at \$3.00, \$3.50, \$5.00, \$5.50,
\$6.00, \$6.75, \$7.50, \$8.00,
\$9.00, \$9.50, \$10.00 and up.

HIRSBRUNNER & Co.



RINGS,

Siberian and Ural Precious Stones, Silversmith Novelties from Europe, Wristlets and Pocket Watches, Russian Jewelry Masterpieces.

We buy Diamonds, Pearls, Platinum, Silverware, and accept Jewelry and Precious Stones for sale on commission. Cash advances made on goods so accepted. Orders for Repairs of Jewelry and Watches taken.

Prices Beyond Competition
The Siberian Jewelry Store
M. Lipkowsky
96 Szechuen Road Shanghai

Quick Action Corn Cure

"Gets-It" Stops Pain Instantly and Corn Soon Lifts Right Off. A few drops of "Gets-It" quenches corn pains like water quenches fire. Gives you immediate relief. "Gets-It" Peels It Off.



The corn begins to lose its grip at once. In a day or two it is so loose that you can lift it off roots and all, 'twixt thumb and finger. That's the last of it, as millions have found out. It is the simple, effective and common-sense way to be rid of corns.

"Gets-It", the never-failing, guaranteed, money-back corn remover costs but a trifle at any drug store. Manufactured by E. Lawrence & Co., Chicago, U. S. A.

Wholesale Distributors

"GETS-IT"

Or all leading Chemists & Stores.

FRESH BUTTER

A new shipment of
"Wood-Dunn"
PURE AUSTRALIAN
CREAMERY BUTTER
1 lb. - .90 cents

NEWLY COME

A fresh lot of
AMERICAN
Salt Mackerel
High Quality
Low Price

YUEN TAH & CO.

A1102 BROADWAY,
near Boone Road, Phone North 336.

AYRTON'S



COCONUT OIL SHAMPOO

NATURE'S OWN TREATMENT

It will enhance and preserve the beauty of your hair, bring out its tone and colour, and eradicate dandruff. "Fine, soft, glossy hair" is the certain reward of those who make its use habitual.

ON SALE at all Chemists and Stores.

\$1.00 per bottle

It must be
"AYRTON'S"

Accept no Imitations



Trade-Mark

At

Richtermain
The Store of Occasional Goods

A Genuine Silk Persian
Tabriz Rug, 4 1/2 x 8 1/2 ft.
a Bargain

Splendid Turkoman Takin
Rug 4 1/2 x 8 1/2 ft.
a Bargain

BIRD OF PARADISE
PLUMES
Special \$75.

Diamonds 1/2 to 5 karats
from \$300. per kt.

Mammoth and Walrus
Ivory Museum Collection.
Some 60 pieces \$1000.

URAL GEMS
Sapphires, Amethysts, Alexandrites, Topaz, Aquamarines, Rubies, etc.

Wardrobe Trunks
Australian Make
\$60. to \$100.

Richtermain
PALACE HOTEL BUILDING
Telephone C-348

"DRAGON BRAND"



PURE CHINESE
SILK HOSIERY

WITH
BACK SEAMS

which improves fitting and appearance.

Superior quality.
Fast dyes, styles and sizes according to foreign standard. Export our Speciality.

The Pioneer
Knitting Mill

Wholesale Office,
A61 Szechuen Road.
Retail by

Ching Tai Cheong
64 Szechuen Road
(Opp. to Ningpo Road).

A Product of

Houbigant, Coty, Piver,
Rogeret Gallet or Gabilla

makes an ideal Easter Gift.

Always appreciated.

See our selection and place your order.

American Drug Company

Phone Central 80

THE GOLDEN HORSE CIGARETTES ARE THE BEST



好金馬牌
香烟

Nanyang Brothers Tobacco Co., Ltd.

Germany's Come-Back In Trade

"Made In Germany" Again Looms As Formidable Factor On Business Horizon Of World—Great Advantage Accrues From Depreciation Of Mark

BY T. R. YBARRA

At a restaurant in Paris a few evenings ago I ordered hors d'oeuvre. When they came they included a certain kind of pickled herring, in the original tin. On the tin I read, to my amazement, "Made in Germany!"

This, mind you, in Paris! I had been in eighteen countries within eighteen months, and nearly everywhere I had found signs of Germany's renewed peaceful penetration of the world's markets. But nothing convinced me so forcibly of her "come-back" in foreign trade as that tin of German pickled fish at that Paris restaurant.

Speaking of Germany at the opening of the Cannes conference, Lloyd George said:

"If she is to pay what she owes her export trade must be revived. It is now only 25 percent of the pre-war total."

Expressed that way, the German recovery does not seem very formidable. But when you take into consideration what Germans have done in the export field since the war ended in order to get that 25 percent, and what they are still doing, it becomes quite evident that Germany is "coming back." "Made in Germany" again looms threateningly on the horizon. "I'm on your trail," says that bogey man, the German commercial traveler, to his rivals of other countries, "and I'm going to get you if you don't watch out!"

Some of the yarns which one hears—from excellent sources—and some of the statistics which one sees are simply astounding.

Take Russia. The Germans are going after the Russian markets with all their old-time efficiency. Professor Bernard Parece, who has spent years of his life in Russia, calls attention in plain language to the German penetration there. In his eyes, it is not only commercial but political. Also, he thinks, it is inevitable. But he sees no reason why, because of its inevitability, it should be encouraged and increased by the nations which vanquished Germany in the war. They are, in the very nature of things, and must remain, Germany's commercial competitors, he insists. Writing recently to The London Times, Professor Parece said:

"Who at the outset equipped and financed the desolation of Russia? Germany, then at war with us. This has now been admitted by the prime movers on both sides—Ludendorff, Hoffmann, Radek. But you will also find a whole literature in Germany, dating from 1917, in which a German monopoly of the thus desolated Russia is put forward, with the assurance of Bernhardi and far more sense, as the one sure road to a German revanche against England. If the raw resources and the man power of Russia, European and Asiatic, were in a German economic monopoly, not only would the deciding factors of the late war—blockade, etc.—be reduced to ineffectiveness, but no war at all would be required to reverse the whole settlement of Versailles, economically to it, and economically to place the victors in the position of the vanquished."

"It happens that the life of the present writer has been mostly spent in sight of this danger. This makes it easier to say that any one who dreams of excluding German economic enterprise from Russia (of which so much nonsense was talked there during the war) is a dreamer and not a practical politician, because an uprooting of the Germans in Russia always will be a sheer impossibility. Further, he would be no true friend of Russia, to whom the help of Germans is indispensable. The Germans must be there; the one essential thing is that they should not be there alone. That is the simple issue. German co-operation is inevitable, a German monopoly spells ruin to us."

"The Germans took their own money to Russia, worked it themselves under the Russian flag, saw that they got their money's worth. Now, as they well know, Russia is for them the 'back door' by which they can escape the consequences of their defeat; German businesses are already planning to move thither wholesale."

"If the Anglo-Saxon is not there and the field is left to the Germans, the inevitable result will be that there will be no Russia. But if the Anglo-Saxon is there, he will hold his own everywhere. It is the men, the agents, who will count. If we have not got them, both we and America have got to make them as soon as possible, for it is a national issue of the first importance."

Recently attention was called in England to the active efforts being made by Germans to recapture the English trade which they had lost as a result of the

war. Following upon the refusal of the majority of British trade papers, said The London Times, to accept advertisements of German-made goods, the Germans began to send to their pre-war English customers special editions of German trade journals printed in English, in which stress was laid upon the advantages of German cheap goods. This new German campaign of penetration is especially active with regard to machinery; already a number of English engineering firms have had to cease making certain kinds of machines because they are so seriously undersold by similar machines made in Germany, despite the high import duty placed upon the latter in England.

Reports of Germany's "come-back" in the Far East are even more startling than the returns from the European export field. Lord Northcliffe, in the course of his recent Far Eastern travels, called attention to the mighty efforts being made by German firms to recapture the rich sources of commercial profit in the Orient which the war closed to them. Corroboration of his statements is to be found right and left—nowhere in more impressive form than in the statistics on the German invasion of British India presented by Mr. Thomas M. Ainscough, British Senior Trade Commissioner in India and Ceylon, in his general review of the conditions and prospects of British trade in India during the fiscal years 1919-1920 and 1920-1921, revised up to October, 1921. In this review, which is issued by the British Department of Overseas Trade and quoted by The London Times, Mr. Ainscough says:

"The last year's statistics are noteworthy, as they record the re-entry of Germany into the Indian market with shipments valued at £4,746,000, but this is due to an error in addition, of which dyestuffs accounted for £1,203,000; metals, £234,000; salt, £350,000; hardware, £291,000; glass and glassware, £203,000; paper, £187,000, and silk manufactures, £167,000. German shipments are steadily increasing month by month and are spread over a constantly widening range of products. I anticipate that when the returns for the current year are published it will be found that the German position in India's import trade will have, to a large extent, been regained."

The principal cause of the revival of German competition, this British expert goes on to say, is the great advantage afforded by the depreciated mark exchange in the case of those goods for which the raw material is obtained in Germany. German competition in India is most formidable just now, he continues, with regard to aniline and alizarine dyestuffs, notwithstanding the footing gained by British makers of these articles during the war, and the excellent distributing organization which they built up, they are being undersold by the Germans—probably largely owing to the exchange—sometimes to the tune of as much as 40 or 50 percent!

"German imports of dyes during recent months have exceeded the British shipments," writes Mr. Ainscough, "and it is difficult to find any remedy which our makers can employ in dealing with this difficult situation."

"The same state of affairs is found in the machinery trade. Many instances have recently been brought to my notice where orders for rice mills, sugar plants,

etc., have been placed in Germany owing to a 50 percent lower quotation than was obtainable from British makers. Buyers in India state that they also obtain earlier deliveries and greater consideration from the German manufacturers."

Mr. Ainscough supplies with his review a table showing the recent increase of German trade with India, which corroborates in a positively sensational manner what he writes on the subject. Here is his table, in condensed form:

GERMAN TRADE WITH INDIA

Value of principal articles imported by sea into British India from Germany. (Amounts are given in thousands of pounds sterling.)

	1913-14	1919-20	1920-21
Apparel	104	1919-20	1920-21
Chemicals	84	75	75
Cotton manufactures, including yarn	945	93	93
Cutlery	82	2	76
Dyeing and tanning substances	622	8	1,203
Glass and glassware	191	203	203
Haberdashery and millinery	186	66	66
Hardware	482	5	292
Instruments, apparatus, &c.	102	81	81
Liquors	158	67	67
Machinery, &c.	288	172	172
Matches	17	5	5
Metals	2,573	863	863
Oils	216	9	9
Paper and pasteboard	183	187	187
Salt	62	350	350
Silk manufactures	149	167	167
Sugar	12	14	14
Toys and requisites for games ..	77	47	47
Woolen goods	716	1	90
Other articles	1,195	27	592
Total	8,444	43	4,746

This table shows the astonishing fact that, as regards a number of articles, the Germans are actually exporting to India more than they did before the war. For instance, they are sending almost six times as much salt as in 1913-1914. The statistics regarding other items are also startling. Dyeing and tanning substances, for example, exported from Germany to India in 1920-1921 were nearly double the exports of those articles in the year before the war. Further German exports on the list showing an increase last year over pre-war figures were glass and glassware, paper and pasteboard, silk manufactures and sugar.

In addition, the Germans in India are almost back to their figures of pre-war exports as regards apparel, chemicals and cutlery, and have come back one-third or more of the way in their exports of nine other items on the list—haberdashery and millinery, hardware, instruments and apparatus, liquors, machinery, matches, metals, toys and "other articles." Only in their exports of cotton manufactures and oil do they still lag far behind their pre-war totals.

A better conception of the amazing German "come-back" in India will be gained by noting the column showing the imports from Germany into India during 1919-1920. It shows that only one year ago German imports into India were practically nonexistent. So Germany's "come-back" in India, which already represents a recovery of 56 percent of her pre-war trade there, has been achieved, to all intents and purposes, entirely within the last year of the three that have elapsed since the armistice. It she maintains that speed in recovery, (how long will it take her to get back all her Indian trade?)—or to surpass her pre-war commercial record in India?—or to recover her pre-war commercial position all over the world?

Similar news comes from other parts of the Far East, notably China and the Dutch East Indies. A special correspondent of The London Times wrote recently of the situation in China:

"The tide of American and Japanese trade with China has now begun to ebb, but German goods are again flowing to that market. The methods of the Germans are as insidious as they were in former days. His Majesty's Commercial Counselor at Peking recently reported that, as far as can be ascertained, they are not trading under their own names, but are carrying on their business in partnership with Chinese. Besides importing their dyes and paints, needles, metals, drugs and sundries, the Germans are purchasing fairly large quantities of China produce, notably ores, seeds and oils, but the business has been done through foreign firms, owing to the difficulty the Germans are experiencing in financing their shipments."

Regarding dye imports, he points out: Already in 1920 supplies from Germany amounted in value to 1,225,780 taels, against 324,582 taels from Great Britain and 2,050,956 taels from the United States. By the Spring of 1921 Germany headed the list of importers, the comparative figures being:

	Taels.
Germany	538,387
Holland	383,861
United States	448,893
Great Britain	95,659

It is probable, the correspondent goes on to say, that quantities of the dyes supposed to have come from Holland were really German in origin.

In addition to their activity in exporting dyes to China, the Germans are also supplying the Chinese with equipment for electrical plants and mines, and quantities of machine tools entering the Chinese market supposedly from countries contiguous to Germany are suspected of being German made.

"Needless to say, prices of all German goods are very low," adds the English writer.

Another correspondent calls attention to the spread of German export activities in the Dutch East Indies, where ubiquitous Herr Stinnes is getting such a grip on the export trade that he is credited with filling the Dutch with dismay and occasioning sharp questionings of the Government by the Dutch Parliament.

The care and attention which Germans are lavishing upon their export campaign is nowhere better shown than in the special foreign trade supplements published by leading German magazines and newspapers. You can get these in the newspaper kiosks on the Paris boulevards, in other big European cities and also in small European towns as well—I ran across one in quite a small town of one of the countries in Europe whose markets Germany hopes to dominate.

These supplements, as issued by one of the leading Berlin newspapers, consist of twenty-four pages. They are printed on good paper, and are rich in well-written special articles and attractive illustrations. They are replete with hundreds of advertisements of the most variegated kinds of products which Germany is keen to export. One German daily issues every week a special four-page supplement printed in Spanish, in the hope of winning back her trade in Spain and Latin America.

In one of these special Berlin foreign trade supplements I was especially struck by the small advertisement section. There were three solid pages of small advertisements, to say nothing of plenty more scattered about elsewhere in the supplement. All were presented skillfully and neatly, instead of being bunched in typographical monotony, as is so often the case in advertising columns. Small pictures abounded in this mass of "ads." At random you could pick out neat miniature reproductions of kitchen and table ware, automobile lamps, letter files, books, motors, hardware, electric irons, bicycles, safes, musical instruments, moving-picture machines, telescopes, toys, pianos, pumps, toothpaste in tubes, watches, dentists' materials, grindstones, radiators, tools, windmills. Also advertised on those pages and elsewhere were any number of other German articles for export—dyes, chemicals, drugs, seeds, wrapping paper, iron and steel goods, liquors, candles, ore cars, sporting goods, enamel ware, cameras, factory equipment, light railways.

machinery in general, wire goods, adding machines, gas ranges, aluminium goods, fire extinguishers, pencils, talking machines, leather goods, typewriters, perambulators—there seemed no end to the list of things which Germans were eagerly offering for sale abroad! Under the advertising pages were instructions to foreign buyers on how to get further information and how to order whatever they wanted, these instructions being printed in nine languages—German, English, French, Italian, Spanish, Portuguese, Dutch, Danish and Czech.

The above collection of data gives only a superficial idea of the great campaign being fought by Germany to recover her foreign trade. It is typical of what is going on all over the world. Germany is trying to "come back" in foreign trade—with a vengeance.

The Highest Choice
On Newly Arrived
GOODS
Sewing Machine & Accessories
Durham-Duplex Safety Razor
Kosmos Dress Fastener
Keyless Padlock
Round Betting
Check Protector
Kerosene Fan
Fancy Knife
Liquid Wax Dressing
Metal Polish
The Brilliant Glass Cleaner
The New Speedy Stitcher
Brass Pins
Pocket Bottle Opener
Perfume Block
Motorists' Tool Kit
etc., etc., etc.
Wholesale & Retail

LIENGYI MERCANTILE CO.
Cor. Szechuen & Soochow Rds.
Telephone C. 839.

KODAK ALBUMS
Large variety, prices from 30 cts. upwards.

Burr Broadway

**DEUTSCHES
BAKTERIOLOG. SEROLOG. INSTITUT**
G. m. b. H.
SHANGHAI
ANALYTICAL TESTS MADE
by latest German methods of

BLOOD for Syphilis, Anaemia, Malarial—and other Blood—parasites.
URINE for various diseases.
FEACES for Amoebic and Bacillary-Dysentery, Typhus, Parasites, Blood, etc.
FILMS for Gonorrhoea, etc.
SPUTUM for Tuberculosis, etc.

WASSERMANN-REACTION twice a week.
Details and Terms upon Application.
Consulting-rooms and Laboratories:
16, Canton Road, 2nd Floor. Tel. Central 7031.

SHANGHAI WATCH & CLOCK Co.
71, Nanking Road.

We have in stock all descriptions of Clocks and Watches.
Genuine goods and moderate prices.
Cash Sale 20% discount
TELEPHONE C. 6196

MOTOR TRUCKS ARE USEFUL
and when operated in conjunction with a fleet of lighters and tow boats they are still more useful.
WE HAVE SOME OF THE BIGGEST MOTOR TRUCKS IN TOWN and we operate a fleet of lighters and tow boats.
The combination, worked by men of experience, and governed by a wish to give service, is excellent.
WE HAVE ESTABLISHED A NEW STANDARD IN THE TRANSPORTATION FIELD.
ALLOW US TO ILLUSTRATE.
G. N. Marshall & Co., Ltd.
11 Ningspo Road. Central: 3029 & 2030

THE KAILAN MINING ADMINISTRATION
Firebricks
FIRECLAY AND SPECIAL BLOCKS—SALT GLAZED STONEWAREPIPES—GLAZED TILES IN VARIOUS DESIGNS AND COLOURS
For Prices apply to
THE AGENT
No. 1 JINKEE ROAD, SHANGHAI

SHANGHAI AND HONGKONG
2a, Kinkiang Road Alexandra Building

GREAT BRITAIN'S LARGEST PAINT AND VARNISH MANUFACTURER

one to Germany are suspected of being German made.

"Needless to say, prices of all German goods are very low," adds the English writer.

Another correspondent calls attention to the spread of German export activities in the Dutch East Indies, where ubiquitous Herr Stinnes is getting such a grip on the export trade that he is credited with filling the Dutch with dismay and occasioning sharp questionings of the Government by the Dutch Parliament.

The care and attention which Germans are lavishing upon their export campaign is nowhere better shown than in the special foreign trade supplements published by leading German magazines and newspapers. You can get these in the newspaper kiosks on the Paris boulevards, in other big European cities and also in small European towns as well—I ran across one in quite a small town of one of the countries in Europe whose markets Germany hopes to dominate.

These supplements, as issued by one of the leading Berlin newspapers, consist of twenty-four pages. They are printed on good paper, and are rich in well-written special articles and attractive illustrations. They are replete with hundreds of advertisements of the most variegated kinds of products which Germany is keen to export. One German daily issues every week a special four-page supplement printed in Spanish, in the hope of winning back her trade in Spain and Latin America.

In one of these special Berlin foreign trade supplements I was especially struck by the small advertisement section. There were three solid pages of small advertisements, to say nothing of plenty more scattered about elsewhere in the supplement. All were presented skillfully and neatly, instead of being bunched in typographical monotony, as is so often the case in advertising columns. Small pictures abounded in this mass of "ads." At random you could pick out neat miniature reproductions of kitchen and table ware, automobile lamps, letter files, books, motors, hardware, electric irons, bicycles, safes, musical instruments, moving-picture machines, telescopes, toys, pianos, pumps, toothpaste in tubes, watches, dentists' materials, grindstones, radiators, tools, windmills. Also advertised on those pages and elsewhere were any number of other German articles for export—dyes, chemicals, drugs, seeds, wrapping paper, iron and steel goods, liquors, candles, ore cars, sporting goods, enamel ware, cameras, factory equipment, light railways.

machinery in general, wire goods, adding machines, gas ranges, aluminium goods, fire extinguishers, pencils, talking machines, leather goods, typewriters, perambulators—there seemed no end to the list of things which Germans were eagerly offering for sale abroad! Under the advertising pages were instructions to foreign buyers on how to get further information and how to order whatever they wanted, these instructions being printed in nine languages—German, English, French, Italian, Spanish, Portuguese, Dutch, Danish and Czech.

The above collection of data gives only a superficial idea of the great campaign being fought by Germany to recover her foreign trade. It is typical of what is going on all over the world. Germany is trying to "come back" in foreign trade—with a vengeance.

The Highest Choice
On Newly Arrived
GOODS
Sewing Machine & Accessories
Durham-Duplex Safety Razor
Kosmos Dress Fastener
Keyless Padlock
Round Betting
Check Protector
Kerosene Fan
Fancy Knife
Liquid Wax Dressing
Metal Polish
The Brilliant Glass Cleaner
The New Speedy Stitcher
Brass Pins
Pocket Bottle Opener
Perfume Block
Motorists' Tool Kit
etc., etc., etc.
Wholesale & Retail

LIENGYI MERCANTILE CO.
Cor. Szechuen & Soochow Rds.
Telephone C. 839.

KODAK ALBUMS
Large variety, prices from 30 cts. upwards.

Burr Broadway

**DEUTSCHES
BAKTERIOLOG. SEROLOG. INSTITUT**
G. m. b. H.
SHANGHAI
ANALYTICAL TESTS MADE
by latest German methods of

BLOOD for Syphilis, Anaemia, Malarial—and other Blood—parasites.
URINE for various diseases.
FEACES for Amoebic and Bacillary-Dysentery, Typhus, Parasites, Blood, etc.
FILMS for Gonorrhoea, etc.
SPUTUM for Tuberculosis, etc.

WASSERMANN-REACTION twice a week.
Details and Terms upon Application.
Consulting-rooms and Laboratories:
16, Canton Road, 2nd Floor. Tel. Central 7031.

SHANGHAI WATCH & CLOCK Co.
71, Nanking Road.

We have in stock all descriptions of Clocks and Watches.
Genuine goods and moderate prices.
Cash Sale 20% discount
TELEPHONE C. 6196

MOTOR TRUCKS ARE USEFUL
and when operated in conjunction with a fleet of lighters and tow boats they are still more useful.
WE HAVE SOME OF THE BIGGEST MOTOR TRUCKS IN TOWN and we operate a fleet of lighters and tow boats.
The combination, worked by men of experience, and governed by a wish to give service, is excellent.
WE HAVE ESTABLISHED A NEW STANDARD IN THE TRANSPORTATION FIELD.
ALLOW US TO ILLUSTRATE.
G. N. Marshall & Co., Ltd.
11 Ningspo Road. Central: 3029 & 2030

THE KAILAN MINING ADMINISTRATION
Firebricks
FIRECLAY AND SPECIAL BLOCKS—SALT GLAZED STONEWAREPIPES—GLAZED TILES IN VARIOUS DESIGNS AND COLOURS
For Prices apply to
THE AGENT
No. 1 JINKEE ROAD, SHANGHAI

SHANGHAI AND HONGKONG
2a, Kinkiang Road Alexandra Building

GREAT BRITAIN'S LARGEST PAINT AND VARNISH MANUFACTURER

one to Germany are suspected of being German made.

"Needless to say, prices of all German goods are very low," adds the English writer.

Another correspondent calls attention to the spread of German export activities in the Dutch East Indies, where ubiquitous Herr Stinnes is getting such a grip on the export trade that he is credited with filling the Dutch with dismay and occasioning sharp questionings of the Government by the Dutch Parliament.

The care and attention which Germans are lavishing upon their export campaign is nowhere better shown than in the special foreign trade supplements published by leading German magazines and newspapers. You can get these in the newspaper kiosks on the Paris boulevards, in other big European cities and also in small European towns as well—I ran across one in quite a small town of one of the countries in Europe whose markets Germany hopes to dominate.

These supplements, as issued by one of the leading Berlin newspapers, consist of twenty-four pages. They are printed on good paper, and are rich in well-written special articles and attractive illustrations. They are replete with hundreds of advertisements of the most variegated kinds of products which Germany is keen to export. One German daily issues every week a special four-page supplement printed in Spanish, in the hope of winning back her trade in Spain and Latin America.

In one of these special Berlin foreign trade supplements I was especially struck by the small advertisement section. There were three solid pages of small advertisements, to say nothing of plenty more scattered about elsewhere in the supplement. All were presented skillfully and neatly, instead of being bunched in typographical monotony, as is so often the case in advertising columns. Small pictures abounded in this mass of "ads." At random you could pick out neat miniature reproductions of kitchen and table ware, automobile lamps, letter files, books, motors, hardware, electric irons, bicycles, safes, musical instruments, moving-picture machines, telescopes, toys, pianos, pumps, toothpaste in tubes, watches, dentists' materials, grindstones, radiators, tools, windmills. Also advertised on those pages and elsewhere were any number of other German articles for export—dyes, chemicals, drugs, seeds, wrapping paper, iron and steel goods, liquors, candles, ore cars, sporting goods, enamel ware, cameras, factory equipment, light railways.

machinery in general, wire goods, adding machines, gas ranges, aluminium goods, fire extinguishers, pencils, talking machines, leather goods, typewriters, perambulators—there seemed no end to the list of things which Germans were eagerly offering for sale abroad! Under the advertising pages were instructions to foreign buyers on how to get further information and how to order whatever they wanted, these instructions being printed in nine languages—German, English, French, Italian, Spanish, Portuguese, Dutch, Danish and Czech.

The above collection of data gives only a superficial idea of the great campaign being fought by Germany to recover her foreign trade. It is typical of what is going on all over the world. Germany is trying to "come back" in foreign trade—with a vengeance.

The Highest Choice
On Newly Arrived
GOODS
Sewing Machine & Accessories
Durham-Duplex Safety Razor
Kosmos Dress Fastener
Keyless Padlock
Round Betting
Check Protector
Kerosene Fan
Fancy Knife
Liquid Wax Dressing
Metal Polish
The Brilliant Glass Cleaner
The New Speedy Stitcher
Brass Pins
Pocket Bottle Opener
Perfume Block
Motorists' Tool Kit
etc., etc., etc.
Wholesale & Retail

LIENGYI MERCANTILE CO.
Cor. Szechuen & Soochow Rds.
Telephone C. 839.

KODAK ALBUMS
Large variety, prices from 30 cts. upwards.

Burr Broadway

**DEUTSCHES
BAKTERIOLOG. SEROLOG. INSTITUT**
G. m. b. H.
SHANGHAI
ANALYTICAL TESTS MADE
by latest German methods of

BLOOD for Syphilis, Anaemia, Malarial—and other Blood—parasites.
URINE for various diseases.
FEACES for Amoebic and Bacillary-Dysentery, Typhus, Parasites, Blood, etc.
FILMS for Gonorrhoea, etc.
SPUTUM for Tuberculosis, etc.

WASSERMANN-REACTION twice a week.
Details and Terms upon Application.
Consulting-rooms and Laboratories:
16, Canton Road, 2nd Floor. Tel. Central 7031.

SHANGHAI WATCH & CLOCK Co.
71, Nanking Road.

We have in stock all descriptions of Clocks and Watches.
Genuine goods and moderate prices.
Cash Sale 20% discount
TELEPHONE C. 6196

MOTOR TRUCKS ARE USEFUL
and when operated in conjunction with a fleet of lighters and tow boats they are still more useful.
WE HAVE SOME OF THE BIGGEST MOTOR TRUCKS IN TOWN and we operate a fleet of lighters and tow boats.
The combination, worked by men of experience, and governed by a wish to give service, is excellent.
WE HAVE ESTABLISHED A NEW STANDARD IN THE TRANSPORTATION FIELD.
ALLOW US TO ILLUSTRATE.
G. N. Marshall & Co., Ltd.
11 Ningspo Road. Central: 3029 & 2030

THE KAILAN MINING ADMINISTRATION
Firebricks
FIRECLAY AND SPECIAL BLOCKS—SALT GLAZED STONEWAREPIPES—GLAZED TILES IN VARIOUS DESIGNS AND COLOURS
For Prices apply to
THE AGENT
No. 1 JINKEE ROAD, SHANGHAI

SHANGHAI AND HONGKONG
2a, Kinkiang Road Alexandra Building

GREAT BRITAIN'S LARGEST PAINT AND VARNISH MANUFACTURER

one to Germany are suspected of being German made.

"Needless to say, prices of all German goods are very low," adds the English writer.

Another correspondent calls attention to the spread of German export activities in the Dutch East Indies, where ubiquitous Herr Stinnes is getting such a grip on the export trade that he is credited with filling the Dutch with dismay and occasioning sharp questionings of the Government by the Dutch Parliament.

The care and attention which Germans are lavishing upon their export campaign is nowhere better shown than in the special foreign trade supplements published by leading German magazines and newspapers. You can get these in the newspaper kiosks on the Paris boulevards, in other big European cities and also in small European towns as well—I ran across one in quite a small town of one of the countries in Europe whose markets Germany hopes to dominate.

These supplements, as issued by one of the leading Berlin newspapers, consist of twenty-four pages. They are printed on good paper, and are rich in well-written special articles and attractive illustrations. They are replete with hundreds of advertisements of the most variegated kinds of products which Germany is keen to export. One German daily issues every week a special four-page supplement printed in Spanish, in the hope of winning back her trade in Spain and Latin America.

In one of these special Berlin foreign trade supplements I was especially struck by the small advertisement section. There were three solid pages of small advertisements, to say nothing of plenty more scattered about elsewhere in the supplement. All were presented skillfully and neatly, instead of being bunched in typographical monotony, as is so often the case in advertising columns. Small pictures abounded in this mass of "ads." At random you could pick out neat miniature reproductions of kitchen and table ware, automobile lamps, letter files, books, motors, hardware, electric irons, bicycles, safes, musical instruments, moving-picture machines, telescopes, toys, pianos, pumps, toothpaste in tubes, watches, dentists' materials, grindstones, radiators, tools, windmills. Also advertised on those pages and elsewhere were any number of other German articles for export—dyes, chemicals, drugs, seeds, wrapping paper, iron and steel goods, liquors, candles, ore cars, sporting goods, enamel ware, cameras, factory equipment, light railways.

machinery in general, wire goods, adding machines, gas ranges, aluminium goods, fire extinguishers, pencils, talking machines, leather goods, typewriters, perambulators—there seemed no end to the list of things which Germans were eagerly offering for sale abroad! Under the advertising pages were instructions to foreign buyers on how to get further information and how to order whatever they wanted, these instructions being printed in nine languages—German, English, French, Italian, Spanish, Portuguese, Dutch, Danish and Czech.

The above collection of data gives only a superficial idea of the great campaign being fought by Germany to recover her foreign trade. It is typical of what is going on all over the world. Germany is trying to "come back" in foreign trade—with a vengeance.

The Highest Choice
On Newly Arrived
GOODS
Sewing Machine & Accessories
Durham-Duplex Safety Razor
Kosmos Dress Fastener
Keyless Padlock
Round Betting
Check Protector
Kerosene Fan
Fancy Knife
Liquid Wax Dressing
Metal Polish
The Brilliant Glass Cleaner
The New Speedy Stitcher
Brass Pins
Pocket Bottle Opener

England's Poet Laureates

New British Volume Promotes Interest In Study Of Laureateship—Annals Of Office Contain Many Amusing Episodes

London, Feb. 9.—Interest in our poets laureate has been stimulated by the elaborate study of the laureateship which has just come from the far-off pen of Mr. E. K. Broadbush, Professor of English in the University of Alberta. Our first true poet laureate was John Dryden, although his immediate predecessor, Sir William Davenant, is out of the list only technically, while Ben Jonson, Spenser, and Chaucer are Joyous Court favor. The list of the laureates is as follows: John Dryden, 1670; deposed at the revolution, 1688; Thomas Shadwell, 1688; died 1692; Nahum Tate, 1692; died 1715; Nicholas Rowe, died 1718; Rev. Laurence Bousfield, 1718; died 1730; Colley Cibber, 1730; died 1757; William Whitehead (on the refusal of Gray), 1757; died 1785; Rev. Dr. Thomas Wharton (on the refusal of Mason), 1785; died 1790; Henry James Pye, 1790; died 1812; Dr. Robert Southey (on the refusal of Scott), 1812; died March 21, 1843; William Wordsworth, 1843; died April 23, 1850; Alfred (afterward Lord) Tennyson (born 1809), installed 1850; died October 6, 1892; Alfred Austin, 1894; died 1913; Robert Bridges, 1913; now poet laureate.

The annals of this picturesque office contain some amusing episodes, and Professor Broadbush has not neglected them. One of the refusals of the post by Thomas Gray of the immortal "Elegy—Written in a Country Churchyard." Referring to the salary and the annual butt of sack that long went with it, he wrote to a friend: "Though I very well know the bland, emollient, apoplectic qualities both of sack and silver, yet if any great man would say to me, 'I make you rat catcher to his Majesty, with a salary of £300 a year and two butts of the Malaga, and though it has been usual to catch a mouse or two for form's sake, in public once a year, yet to you, sir, we shall not stand upon these things.' I cannot say I should jump at it; nay, if they would drop the very name of the office and call me 'Secrecy' to the King's Majesty, I should still feel a little awkward, and think everybody I saw smelt a rat about me, but I do not pretend to blame any one else that has not the same sensations; for my part I would rather be Sergeant-trumpeter or plunk-maker to the palace. Nevertheless, I interest myself a little in the history of it, and rather wish somebody may accept it that will retrieve the credit of the thing, if it be retrievable, or ever had any credit."

The table I have given above shows what followed. But the elimination of the butt of sack is another story. It occurred under the laureate reign of Pye, our first "dry" laureate, and by far the most egregious ass of them all. His Court Odes are too terrible to be recalled. I have not actually seen Professor Broadbush's book and therefore do not know whether he includes one of the oddest stories of the laureateship. When Sir Robert Peel wrote to Wordsworth urging him to accept the post, the poet pleaded his age (he was 74) as a bar to his acceptance; but on his being assured that little or nothing would be expected from him, he resigned himself to the honor. A few weeks later Wordsworth was invited to London to attend a State ball in his new character, and he obeyed the summons. Gramercy's Lake was exchanged for London streets. "And will you put on a Court dress?" said Haydon, the painter.

To Wordsworth this was an unforeseen problem. Naturally, he had no Court dress, and as little liking for the expenses of obtaining one. Who should come to the rescue but Samuel Rogers? The "banker-poet" was always coming to the rescue. He fitted up Wordsworth with a shabby Court suit of his own. True, Wordsworth was twice Rogers's size, and was only got into the clothes by much pulling and hauling. Thus attired, and with Sir Humphry Davy's sword whipping his shins, the venerable poet presented himself before his Queen.

But the awkwardness of poet laureates is not so easily exhausted. Five years later Wordsworth died, and on November 5, 1850, Tennyson received a letter offering him the laureateship in succession to Wordsworth. To him, in turn, came an invitation to Court, and with it the same problem of dress. Rogers's greatness of mind asserted itself again. He had himself been offered the laureateship, but had refused it on the score of old age. He had seen one great poet forced into his shabby old Court suit. Why not another? Hearing of Tennyson's difficulty, he promptly offered him those versatile garments. And Tennyson

wore them. "The coat did well enough, but his friends were con-jured with anxiety about the rather garments, which he, being a poet, did not try on until the fatal moment."

A singularly interesting literary discovery—interesting, I mean, to Shakespearean students—has just been communicated to The Times Literary Supplement by that rite scholar, Sir Israel Gollancz. It concerns the names and fates of John Hemmings and Henry Condeall, the preservers in folio of the plays. The discovery is the more interesting because it illustrates the still unknown and probably un-guessed possibilities of valuable Shakespearean "finds" in old English country houses. At a sale at Sotheby's rather less than a year ago there was offered a manuscript volume belonging to the early seventeenth century. It was a sort of commonplace book or poetical "album" of 170 pages, and its main association and contents were concerned with Sir Thomas Salisbury, himself a poet and the author of a poetical "History of Joseph," published in 1636. The volume is now in the National Library of Wales.

In it Sir Israel was shown, by the librarians, a tribute to Hemmings and Condeall never published till now. The author is unknown to him, but he hints that it may have been Sir John Salis-bury's eldest son, Sir Henry Salis-bury, on grounds which I cannot here state. But here are most interesting lines. I modernize the spelling for convenience:

TO MY GOOD FRIENDS, MR. JOHN HEMMINGS AND HENRY CONDEALL
You that jointly with undaunted
rains,
Touched to chaunt to us these
noble strains,
How much you merit by it is not
said,
But you have pleased the living,
And loved the dead,
Tailed from the womb of earth,
A richer mine
Than Cortez could with all his
Castelnyne—
Associates, they did not dig for
gold,
But you for treasure much more
manifold.

Sir Israel Gollancz remarks that, although these lines are not of high poetic merit, they are at least certain modern fantastic heresies that it was "love" for Shakespeare that prompted the editors to get together his writings, "with undaunted pains"; that their devotion to Shakespeare was well known; that the treasure collected by them was recognized as more glorious than gold from the richest mines of Mexico, such as Cortez shared with his "Castelnyne"—i. e., officers (or perhaps vague Castilians)—i. e., Span-

ards). Sir Israel adds that this discovery, after 300 years, en-courages the hope of others much greater. There is no more ex-citinating possibility in literature. My young friend, Alec Waugh, tells me that he has just de-livered the manuscript of his second novel. This is interesting because his first, "The Loom of Youth," that astonishing criti-cism of our public school system, was written in his teens. It ap-peared in 1917. He then went into the army, and his experience of the war are embodied in his "Prisoners of Mainz," of which he was one. It was a success among war books, but it brought him a letter from an "English Mother" who wished to be in-formed how much the German had added to his knowledge. He added a sincere expression of his hope that he had been turned out of all his clubs. Alec Waugh's new novel will bear the curious title, "The Lonely Unicorn." I understand that it is a story of a man who is determined to em-cipate himself from restrictive and fastidious suburban conditions of life and to breathe a larger air of experience. In short, a Gis-sing-like theme.

JOHN O' LONDON

One Who Achieved

A LIFE OF GEORGE WESTINGHOUSE. By Henry G. Prout. Published by Charles Scribner's Sons. G. \$2.50.

George Westinghouse was pre-eminently a man who lived his work. He had no liking for publicity. He was not fond of speechmaking. He left few writ-ings. His personality was e-pressed and absorbed in pushing steadily forward in the realm of mechanical science and organic-ing companies to promote the use of his inventions.

Mr. Prout has selected the only practicable method for dealing with such a career as that of Westinghouse. He has followed topical rather than chronological order in his biography. Each phase of Westinghouse's life is treated as a separate entity. In this way one gets a clear idea of his achievements in separate branches of engineering science of his financial methods and ex-periences and of his personality. Westinghouse was a disinter-ested lover of achievement for its own sake. The ambition to make a great fortune was, in him, altogether submerged in the higher ambition of invention and creation. He was far more in-terested in production than in finance. In fact, one feels that the chief tragedy of his career is to be found in the circumstance that he was compelled to devote so much time and energy to work-ing out the financial details of his enterprises. The ordinary manufacturer is relieved of many

of his financial worries by the banks. But Westinghouse was unwilling to surrender any share in the control of his enterprise to bankers. Rather than give up any part of his executive func-tions, he preferred to assume the troubles and risks of doing his own financing.

The personality of this great engineer, as described by those who knew him, was big, gener-ous and expansive. His relation with his employees were benevo-lently paternalistic. He main-tained the principle of the open shop in his factories, but his opo-hop did not exclude union mem-bers. He took the lead in such industrial reforms as pension for old age and disability, and he made every effort to keep his men employed, even in times of severe depression. The high re-spect which he enjoyed in the business and financial communi-ty is strikingly evidenced by his appointment, along with ex-Presi-dent Grover Cleveland and Supreme Court Justice Morgan J. Vivian, to assist in the re-or-ganization of the Equitable Life Assurance Company.

The name of Westinghouse is inseparably associated with the "brake"; and his discoveries in the field of alternating current are also well known. He was a indefatigable inventor, taking on a large number of patents and exploring many departments of mechanical science. Mr. Prout's biography is a fitting memor-ial of his life, and of the work which his life was so vigorous-ly expressed.

JOHN O' LONDON

The Newest Novel

SLEEPING FIRES. By Gertrud Atherton. Published by Frederick A. Stokes Company. G. \$1.50.

The author of "The Sisters I saw" again defies the unities and brings her characters in her novel of the year, "Sleeping Fires," to and fro across a continent. In the former story she played San Francisco against the front in France during the late war. In her novel of this month she con-

veys men and women around the world, en route for "Prisco," groups them in that city in the hectic 70's of the last century when hurries two of them across the United States to New York City. And, to speak in common-places, she gets away with it. There's an abandon in her book, a defiance of the thing on regis-ter, a writing of fiction, and we are convinced that our wonder-ment as to what is going to hap-pen next and where it will trans-pire is not the least of our amuses of enjoyment in plunging in with her chapters that have a full current. Moreover, Ger-trude Atherton writes a fresh, rose, brilliant with the spark of terse comment and quickly dis-tatched situations. In the ver-vehicle of her romance there is a living and going steadily on-ward. Naturally, the story itself, as no time to get marooned in spots of arid reminiscence or busy psychology.

There is no delay in prelimi-naries in "Sleeping Fires." A-liments of a web-converge in-ter, so the two figures a- as focus of this book meet in Prisco; one the beautiful Madeleine Talbot, brought from Boston by her California husband, Dr. Talbot, twenty years her senior, and the other Langdon Masters, a young man with a decided na-ior journalism. Madeleine is in-duced to the upper tier of California society through the aspires of a Mrs. McLane, and on account of her entry into a big room where she walks a gaudy set of snobbish criticism, is told in Mrs. Atherton's own way, quick development of scene, with a spice of sharp thrust at hypocri-sy and crude savagery. The girl is accepted, but is warned and ad-vised not to have too much to do with books. They were afraid of a learning that prodded a knowledge they did not possess, those sanctimonious purveyors of gossip. How Mrs. Atherton does hit at them. "I have often had glimpses of blacker sins in so-ciety."

Upon the ground comes young ambitious and well-read Master-lately out of the Civil War, in-

The Big Four

To England and The Continent
Traveling Time: 28 Days

LARGEST, FASTEST AND MOST LUXURIOUS STEAMERS ON THE PACIFIC:

Empress of Canada	22,500 tons Reg.
Empress of Australia	21,400 tons Reg.
Empress of Russia	17,000 tons Reg.
Empress of Asia	17,000 tons Reg.

TEANS-CONTINENTAL:—Three Palatial Trans-continental Trains daily, through the world-famous scenic Canadian Pacific Rockies. Magnificent Hotels throughout Canada.

LARGEST STEAMERS BETWEEN CANADA AND ENROPE:—

Empress of Scotland	25,000 tons Reg.
Empress of France	18,500 tons Reg.

Also 27 other fine Atlantic steamers. Sailings almost every day.

Reduction

In Fare to Europe
Gold \$620.50
First Class

At Current Rate Of Exchange Equivalent To £142

CANADIAN PACIFIC STEAMSHIPS, LTD.

Shanghai Office:
Passenger Dept.
PALACE HOTEL BLDG. Tel. Central 182
19 The Bund. Cable Address: GACANPAC.

FOR EFFICIENCY and ECONOMY

no light in China can equal



A TRIAL WILL CONVINCE YOU.

THE BRILLIANT ELECTRIC CO.

No. 1-A Canton Road, Shanghai.

Phone C. 3367

Who are always at your service for ANYTHING ELECTRICAL. Night-Daylight Lamps, Wire, Acces-sories, Fixtures, etc.

A-123

TRY IT IN YOUR BATH

Appointment H.M. The King.

SCRUBB'S CLOUDY AMMONIA

INVALUABLE FOR TOILET AND DOMESTIC PURPOSES.

Of all Grocers, Chemists, etc.

The public are cautioned against the many injurious imitations of "scrub's ammonia" that are being offered, and attention is drawn to the signature of Scrub & Co. on each bottle, without which name is genuine.

SCRUBS & CO., LTD., GUILDFOUR STREET, LONDON, S.E.

ELECTRICITY IN THE HOME

ELECTRICITY FOR ALL PURPOSES

Electric Radiators, Electric Cookers, Electric Flat Irons, Electric Toasters and Electric Vacuum Cleaners.

Always Ready, Clean and Convenient.

Special Heating and Cooking Rate: Tls. 0.035 per unit.

ELECTRIC LIGHT—the CHEAPEST ILLUMINANT

For further particulars apply to:—

THE MUNICIPAL ELECTRICITY DEPARTMENT

Showroom: 26 Nanking Road.

Tel. Central 283

CAPITAL \$4,000,000 SURPLUS \$2,000,000

ASIA BANKING CORPORATION
an American Institution

HEAD OFFICE FOR THE FAR EAST
Kluang and Kluang Roads
SHANGHAI

Current, Savings Accounts and Fixed Deposits in U. S. Gold, Ster-ling, French, Tientsin and Local Currency.
Drafts Bought, Sold and Entered for Collection.
Commercial and Travelers Letters of Credit.
Telegraphic Transfers to All Parts of the World.
Foreign Exchange Bought and Sold.
Credit and Commercial Information or Advice.

Through Our Correspondents in All Parts of the World we are qualified to render an International Banking Service that is Economical, Accurate and Prompt.

BRANCH OFFICES
PEKING, TIENTSIN, HANKOW, HONGKONG, CANTON, SINGAPORE, MANILA, SAN FRANCISCO

HEAD OFFICE IN THE UNITED STATES
25 BROADWAY, NEW YORK CITY

"Ah-ha!"

I perceive that you dine at the Trocadero"



FIRST CLASS TABLE
d'HOTE MEALS
AT REASONABLE CHARGES

SPECIAL MONTHLY RATE TO BOARDERS

Direct Supervision and Management of

J. A. RAYNES

Noted for the unvarying excellence of its Steaks, Chops, Mixed Grill, Sea Food, Poultry, etc.

14 Astor Road.

Tel. N. 1654

The Unexpurgated Diary Of A Shanghai Baby

By Elsie McCormick

Second Edition

It was just about a year ago that the first instalment of the Baby's Diary appeared in the China Press. The account of the infant's tribulations with its cough and a fresh Jap baby, with incidental sidelights on Shanghai family life, made an instant hit throughout the East. Later the instalments were combined in a book, the second edition of which is now on sale. Copies of this glimpse of a foreign baby's life in China may be secured at

\$2 The Chinese-American Publishing Co., \$2
Leading Book-stores, and the Office of the China Press.



SPRING TIME IS HERE

THE call of the open is keen. When going on any trip, just remember, that a supply of AERATED WATERS will add to its pleasures, and at the same time quench your thirst. Nothing is more delicious with lunch in the open. And see how the kiddies enjoy it.

Watson's Mineral Water Co.

Town Office: 11 Ningpo Road (opposite Carlton Cafe), Tel. Central 2726.

Factory (always open for inspection): 134 North Szechuen Road, Tel. North 795.

Manager's Telephone: North 195.

Saving Portugal

Cunha Leal Sets Out In Face Of Belief That Crisis Nears

Lisbon (by mail).—Fortified by the new and very special kind of confidence reposed in him by the President of the Republic, and the political parties, the young Premier, Mr. Cunha Leal, has set forth to grapple with the difficulties in his way and to do his best toward saving Portugal. The same thing has been said before, but certainly never on any previous occasion has there been such a general and real apprehension that the country, or the republic, has come to its ultimate crisis and that the most fateful days are ahead. It is this sincere apprehension that has caused the Democrats and others to exhibit more reality in their support of the government than before.

There are rumors—which seem to be more than mere rumors—that in a month from now, or less, a great revolutionary movement is to break out, and that international forces are at its back. In the history of the Republic every variation of every kind of political form and maneuver has been tried, and the result has been more and more chaos. The feeling now abounds that if the Cunha Leal effort fails there is nothing more to be done, and Portugal must accept the inevitable in some drastic form of upheaval, the alternatives of a monarchy or foreign intervention running through the public mind.

PLAN TO ATTACK BANKS
Meanwhile Mr. Cunha Leal has not had long to wait after the confirmation of his Premiership for a first severe trial of his strength. He is daring much, as any man in his desperate position must now dare, and he is in special difficulties owing to the active and dangerous jealousy that has been given exercise between the army and the Republican Guard. He had only been a day or two engaged on his new and hazardous mission when he had to cope with a new revolutionary movement. It became known that arrangements had been made by the revolutionaries, who were of the syndicalist order for their effort to be made at 4 o'clock in the morning.

Among the other plans that became known was one of making an attack upon the banking establishments. Bombs were to be freely employed, and there had only been too much evidence lately that the revolutionary elements were most actively engaged in the preparation of these explosives. Mr. Cunha Leal acted decisively. First he made an appeal to the troops who had recently made their "iron ring" round Lisbon, these being the soldiers of the regular army. Then he set the police to make arrests wholesale, and took the risky course of calling for the disarmament of some 20 of the police agents themselves, suspecting their loyalty. More arrests were made on the charge of plotting against the Premier's life and an order was issued that all private persons in the possession of firearms must give them up forthwith, that a house-to-house search was about to be made and that severe consequences would befall any person found in possession of weapons after this notice. These and other measures gave the revolutionaries full warning that the government was hot upon their track, and the attempt they had meditated was abandoned, or it might be said postponed. The Cabinet sat until 5 o'clock in the morning, and then the Premier ordered a manifesto to be issued stating that public tranquillity was assured.

WEAKNESS VEILED
That, however, a violent effort toward revolution is ahead can hardly be doubted; the question is whether Cunha Leal with all his resource and his intrepidity will be equal to scotching or stemming it. He has confidence. But the army and the Republican Guard, and the trouble existing between them, are a serious difficulty. The Premier's friends have the most serious doubts as to whether he did wisely in arresting and putting into prison General Gomes da Costa of the army for having expressed himself freely in an interview in the newspapers. The interview itself hardly seems to have been a sufficiently good reason for the extreme measures that have been taken against the General, who receives the visit of numerous friends in the prison at Casimira. It is said that a sharp lesson having been given to him, if he needed it, of the determination of the Premier, the necessities of the situation have been met and he might be released without serving the full sentence that was imposed upon him. Meanwhile the Minister of War issues a notice calling the attention of officers of all classes to the fact that it is their strict duty not to make any comments on political affairs.

A vehement discussion ensued when the army recently made its "iron ring" round Lisbon and was eventually persuaded in part to go away again. A leading newspaper, O Seculo, says that the troops composing the "iron ring" initiated the withdrawal after various conferences upon

the questions in dispute between the chief officers and the War Minister, an agreement was reached which consisted of the immediate putting on leave of forces of the Republican Guard to the number of 3,000, the nomination of a commission to set about the reorganization of that force, and the return to barracks of the Lisbon troops, those from the provinces to stay where they were until the danger of a public disturbance had disappeared. Following upon this agreement the Lisbon soldiers were being withdrawn, and those from the provinces had received orders to concentrate in the entrenched camp. O Seculo comments on this that this sort of thing cannot be covered up lightly and properly so that urgent problems on which the national life of Portugal depends may be solved.

Rates To Pacific Coast Are Reduced

San Diego, Cal. (Special).—As a result of the recent announcement that reduced rates would prevail to all points on the Pacific coast during the coming summer months, one of the biggest summer tourist seasons in years is foreseen by prominent railroad officials.

Reductions of approximately 20 percent in passenger rates from Chicago to the Pacific Coast have been announced by the Chicago, Burlington & Quincy, the Great Northern and the Northern Pacific railroads for the summer months, which will place the fares on the same level as prior to the 1920 increase.

All points in southern California and northern parts of the State, as well as the Pacific northwest, will be benefited by the new rate cut.

Russian Relief Highly Praised

London, Feb. 24.—Confirmation of the story brought back by Sir Benjamin Robertson from the area of food shortage in Russia is afforded by Prof. Meredith Atkinson, who has been six weeks in the same region in behalf of the Australian fund for destitute children and who is now passing through England on his way to Melbourne via America.

Interviewed by a correspondent today, he expressed the highest admiration for the efforts of the American and British relief workers. They now, he said, are making a great effort to rush up three months food supplies against the breaking up of the frost, which is due the latter part of next month when transport difficulties will be enormously increased. Food trains are getting through very slowly on the railways but they do eventually reach the stations to which they are consigned.

The greatest difficulty is with the sledges in which the grain goes on into the interior from railway stations, as horses are getting so scarce in spite of endeavors now in progress to collect additional animals from all parts of southern Russia. Prof. Atkinson proceeds to New York after leaving England and spends some time in Boston.

London Watching Events In Cilicia

Indications Hardly Are That The French Govt. Will Further Safeguard Christians

London. (Special).—Events in Cilicia are being watched in official and unofficial circles here, for as yet there has been little indication that the French authorities intend to take any further steps to guarantee the safety of the Christian population. The last word lies with the French Foreign Office, and it is not expected that the British Government will reply until the meeting of foreign ministers, which has been proposed, to discuss fully the Near Eastern question.

Though the Quai d'Orsay welcomed the proposal at the time for the meeting of the foreign secretaries, nothing further has been heard of the matter, and in view of the increasing importance of settling the question of German reparations, it seems as if the Cilician question is being allowed to drop into the background. At a highly representative and important meeting at the Mansion House recently, many prominent public men uttered vigorous remonstrance against the apathetic attitude adopted by the powers in regard to the safety of Christians, and non-Turkish population in the

territory France is handing back to the Turks.

Viscount Bryce laid great emphasis on the peril to which the Cilician people were being subjected under the treaty made by the French Government with Kemalists. He clearly exonerated the British Foreign Office from blame and said it had done what it could. He declared that the good name of Great Britain would be blackened if innocent victims whom she had undertaken to protect were left to the fury of enemies who were aiming to revenge themselves for what the Turks deemed disloyalty to the Turkish cause.

Lord Bryce pointed out that in the midst of the recent war the British and French governments had appealed to the Armenians to join forces, with the promise that the Christian population would be delivered from Turkish rule. These promises, he said, had been since repudiated, and now the French Government had made the treaty with the Kemalists by which Cilicia, inhabited by Christian survivors, was handed over to the Turks. Viscount Bryce carefully

explained that he was indicting no one. In fact, he specifically said that Lord Curzon had done all that lay in his power to relieve the situation.

Possibly during Mr. Briand's visit to the British Prime Minister, there will be an informal discussion on all matters relating to the Near East, including Cilicia. On the other hand, anticipation is expressed that the whole of the time will be taken up with dealing with the matter of reparations. Important though the matter of the French Treaty with Mustapha Kemal Pasha undoubtedly is, it also felt that some light must soon be thrown on the repeated as-

sertions that Germany is not using her every endeavor to meet her obligations. To the French authorities it is of as much importance to examine such things as the subsidy, which it is asserted the German Government is paying to agriculturists and railways, as it is to examine the rights of the Franco-Kemalist Treaty.

Although these are two widely separated subjects, it is felt in official circles here that France is viewing both in the light of economic reconstruction. The concessions obtained from the Turks clearly show that the French representative at Angora

was guided as much by the financial advantages that might be obtained from the Turks as by the retrenchment which would be accomplished by the withdrawal of the French troops from Cilicia. No doubt the Turkish promises appeared well

enough when looked at side by side with other advantages, but British opinion appears somewhat less trustful of Turkish promises, and, therefore, is naturally deeply concerned with the situation of population, for whose safety she is part guarantor.

SUN NEE FURNISHING CO.

Complete Furniture for Hire

Removals undertaken

607-613, Avenue Edward VII, Shanghai.

Telephone C. 3389



AH, CHEER UP!
COME ALONG TO DEL MONTE
FOR EASTER EGGS.

Get out from under that Gloom Cloud. Phone up the Only Lady and fix up a date for Del Monte. Easter time is a cheerful time anyway, but if in addition you make it a Del Monte GOOD time, then you will be having a truly sumptuous time—you may convince the world.

Billee Powers and his jazzeteers are certainly qualifying as the town's champion perennials, always full of pep, always the first with new dance music. They know how to Do their Stuff!

And of course there is the justly famous Dance Floor which doesn't feel Natural until it feels the "swish-swish" of Feet that Wont be Still.

You Owe it to Yourself and the Only Little Lady to come out and Do your Stuff.

DEL MONTE CAFE

452 Ave. Haig

Phone W. 115 for Reservations

"We wish to state that there is nothing to beat the good Australian bacon and the fresh, fresh eggs, that we put into the famous Del Monte dish YE EGGS AND HAM-ME"



SAY IT WITH LAUGHTER
"A DEL MONTE GOOD TIME."



SUBSCRIBE

FOR A



C.O.C.

BOND

NEXT DRAWING

15th April, 1922

COMPAGNIE ORIENTALE

DE CAPITALISATION

(Societe Anonyme Francaise)

No. 2 North Soochow Road

Shanghai



LENT

Make your purchases during Lent

at VENTURI'S

231 A. Szechuen Road Tel. C. 858

HIGH GRADE ITALIAN PROVISIONS:

Macaroni pastes, Moscardini, Vongole, Tunny fish, Salmon, Anchovies, Sardines, Artichokes, Mushrooms, Capers, Parmesan Cheese, Olive Oils, Wines, Liqueurs, and delicacies in general at very moderate prices.



OIL

IT WITH 3-IN-ONE

3-IN-ONE is the universal lubricant for household, office, garage, tool-shop, barn and outdoor use. Oils all light mechanisms perfectly—typewriters, sewing machines, clocks, locks, magnos, commutators, automatic tools, fishing reels, bicycles, guns, roller skates.

3-IN-ONE OIL: prevents rust on razor blade edges. Stops auto spring squeaks. Keeps nickel-plated bathroom fixtures bright. Try it on gas ranges.

Obtainable from all stores.

Agents for China:

Dodge & Seymour (China) Ltd.

Shanghai.



Worth Looking Into
Pennsylvania Tyres and Honigs-
berg & Co. Tyre Service
H. S. Honigsberg & Co., Inc.
REPAIRING

The China Press

SHANGHAI, SUNDAY, APRIL 9, 1922

Firestone

CORD AND FABRIC TYRES
There is no doubt about it—They give the
"Most Miles Per Dollar"
THE CENTRAL GARAGE CO.
REPAIRING VULCANIZING

Business and Official Notices



NOTICE

American citizens resident with-
in this Consular District who may
be holders of PRE-WAR UN-
SECURED BONDS OF THE OLD
HUNGARIAN GOVERNMENT are
hereby advised to communicate
with this office without delay
and to deliver such bonds
to be transmitted to the Depart-
ment of State. This is very im-
portant.

Edwin S. Cunningham
American Consul-General
47360

CUSTOMS NOTIFICATION

No. 991.

Notice is hereby given that the
Custom House will be closed, and
the shipment and delivery of cargo
suspended on the 14th and 15th
instant (Good Friday and Satur-
day before Easter).

E. GORDON LOWDER,
Commissioner of Customs.
CUSTOM HOUSE,
Shanghai, 8th April 1922. 47584

DEATH

LEWIS—On April the 8th, at the
Victoria Nursing Home, David
Lewis in his 49th year. There
will be a Service at the St.
Joseph's Church, French Conces-
sion, at 2:30 p.m. tomorrow Sun-
day, 9th April, and the Interment
will take place at the Bub-
bling Well Cemetery at 4 p.m.
All friends are invited to attend.
47576 A 9

FOR SALE

Herring-Hall Marvin Safe Co.
double door Big Safe, size 6 feet
x 46 1/2" x 29" deep. Almost new,
being used only 2 to 3 months.
Price Tls. 600. Apply to Box 933,
THE CHINA PRESS. 47557

The Chemor United Rubber Company, Ltd.

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN
that the Tenth Annual General
Meeting of Shareholders will be
held at No. 103 Szechuen Road,
Shanghai, Tomorrow, the 10th
day of April, 1922, at 4 p.m.

The Transfer Books of the Com-
pany will be closed from Monday,
3rd April, to Monday, 10th April,
1922, both days inclusive.
By Order of the Board of Directors.

R. N. TRUMAN & CO.,
Secretaries & Managers.
Shanghai, 24th March, 1922. 47093

FRESH BUTTER

"DAISY"
BRAND

and
"MEADOW"
BRAND
in one-lb. pats.

Fresh, Pure, and Delicious.

These brands of finest quality
Fresh Butter are supplied daily to
all leading Storekeepers.

OUTPORT ORDERS

Butter for outports (minimum 10
lbs.) is packed in pure machine
made ice, free of charge. Orders
may be sent to us direct.

Geddes & Co., Ltd.
5 Peking Road, Shanghai,
Tel. C. 346.

NOTICE

The undersigned hereby give
notice:
That a Public Meeting of Rate-
payers will be held in the Town
Hall on Wednesday, April 19, at
2 o'clock p.m. precisely, to devise
ways and means of raising the re-
quisite funds for Municipal pur-
poses, and to pass resolutions in
reference thereto and to deliberate
and decide upon other Municipal
matters and business. At such
meeting the accounts of the Coun-
cil for the year ending December
31, 1921, will be submitted for the
sanction and approval of the Rate-
payers.

Shanghai, March 28, 1922.
T. RAASCHOU,
Consul-General for Denmark.
G. DE ROSSI,
Italian Consul General.
E. S. CUNNINGHAM,
Consul-General for the United
States of America.

H. A. WILDEN,
Consul-General for France.
ALFREDO CASANOVA,
Consul-General for Portugal.
N. AALL,
Consul-General for Norway.

J. L. ISLER,
Consul-General for Switzerland.
J. VAN HAUTE,
Consul-General for Belgium.

F. THIEL,
Consul-General for Germany.
T. FUNATSU,
Consul-General for Japan.

E. AKERHJELM,
Acting Consul-General for Sweden.
W. A. A. M. DANIELS,
Acting Consul-General for the
Netherlands.

C. F. GARSTIN,
British Acting Consul-General.
M. DE VIEGA MENEZES,
Consul for Brazil.
L. R. AMOEDO,
Consul for Spain.

NOTICE

The undersigned hereby give
notice:

That a Special Meeting of Rate-
payers will be held in the Town
Hall on Wednesday, April 19, at
1:45 p.m. precisely, to consider
and to pass resolutions upon the
several matters, notice of which is
given in Municipal Notification
No. 2566, published in the Muni-
cipal Gazette of March 23, 1922.

Shanghai, March 28, 1922.
G. H. STELL
A. J. WELCH
C. CHAMPKIN
R. F. C. MASTER
R. W. ROBERTSON
E. T. BYRNE
E. F. MACKAY
K. G. S. MACKIE
C. E. NEWMAN
C. E. SPARKE
O. M. GREEN
V. MEYER
S. B. NEILL
C. J. G. HILL
A. L. ANDERSON
A. D. BELL
C. R. BURKILL
B. A. CLARKE
E. C. PEARCE
H. H. READ
R. E. TOEG
H. C. GULLAND
W. J. ISSNMAN
W. B. O. MIDDLETON
R. I. FEARON
L. STRATMANS
P. W. O. LIDDELL
C. M. BAIN
H. W. LESTER
GEO. A. JOHNSON
WAKEFORD COX
H. M. TIBBEY
N. H. RUTHERFORD
L. J. CUBITT
GILBERT DAVIES. 47214

NOTICE

Dr. Med. Fred. Reiss
(Specialist in skin and venereal
diseases)
Consulting Rooms
at
4 EZRA BUILDINGS
Office Hours: 12-1 and 4-6
Tel. C. 6018 46647

NOTICE

Dr. Ned. Alex. Renner
(Specialist in Women's and Inter-
nal Diseases)
has recommended practice
at
11B NANKING ROAD
(Chinese-American Bank Building)
Tel. C. 6080
Office Hours: 11-1 and 4-6
Residence: Kalee Hotel
Tel. C. 606 46171

Have you ever tried

SUNSET GLOW COCKTAILS

A Smile of Satisfaction

in every glass

Here's how to make it

Half teaspoonful Syrup

Half teaspoonful Lemon Juice

fill glass with

SUNSET GLOW RUM

and shake with cracked ice.

GARNER, QUELCH & Co.

Tel. C. 2021.

Municipal Notification No. 2965.

The following Resolutions will be
brought forward by the Council
at the Annual Meeting of Rate-
payers to be held in the Town
Hall on April 19, 1922, at 2 o'clock
p.m., and are published for gen-
eral information:

Resolutions I, II, and III.—
Formal business and adoption of
Rules of Procedure.

Resolution IV.—That the Report
and Accounts for the year ending
December 31, 1921, be passed.

Resolution V.—That the estimat-
ed expenditure for 1922, contain-
ed in the Budget proposed by the
retiring Council, together with the
recommendations attached thereto,
be approved and adopted, and that
the Council be and it is hereby
authorized to impose, collect and
recover the rates, taxes, dues and
fees recommended therein, and to
raise, should it be considered ex-
pedient to do so, upon such terms
and in such manner as the Coun-
cil may in its discretion think fit,
a sum not exceeding Tls. 8,000,000
or the equivalent of this sum, for
the purposes defined in the esti-
mate of Extraordinary Expendi-
ture.

Resolution VI.—That the Coun-
cil be and it is hereby authorized
and directed to arrange for the re-
assessment of the land comprised
within the limits of the Settle-
ment, during the current year,
such reassessment to come into
force as from the first day of
January, 1923, and to engage such
professional assistance for the per-
formance of the work as may be
found expedient.

Resolution VII.—Election of
Land Commissioner for the ensu-
ing year.

Resolution VIII.—Election of
four Governors of the General
Hospital for the ensuing year.

Resolution IX.—Election of two
members of the Permanent Educa-
tion Committee.

Ratepayers intending to ask
questions in regard to the Ac-
counts or other matters connected
with the foregoing Resolutions,
are requested to give notice of
such intention at least 24 hours
before the Meeting, so that a full
answer or other explanation may
be given.

Ratepayers desirous of bringing
forward additional motions, or of
nominating duly qualified persons
willing to serve under Resolutions
VII, VIII and IX, are required to
give notice thereof to the under-
signed before 4 p.m., on April 12,
for due publication.

By order,
N. O. LIDDELL,
Secretary and Commissioner
General.

Council Room,
Shanghai, April 8, 1922. 47556

SALE

BEFORE REMOVAL

Salon "LUCILE"

129 F Bubbling Well Road

being transferred to

572 NANKING ROAD

2nd floor

Will sell half price all

the models 47573

Dr. Alexander Rosenberg, M. D.
University of Montpellier
22 Chaotoung Road
Consultation hours
from 1 to 3
and by appointment
Tel. North 787. 41944

A Corona Typewriter— A Ford Motor Car

FRESH DRAWING

IT HAS BEEN DECIDED to hold a FRESH
DRAWING unless the winner in the recent draw-
ing makes claim for the Prize before the end of
this month. All old tickets will participate in
the new drawing.

We still have on hand a few machines with tickets

BUY your CORONA and a chance for
a NEW STANDARD FORD TOURING
CAR from

THE OFFICE APPLIANCE CO.

Corona Sales Agents
22 Nanking Road, Shanghai

NOTICE



From May 1st, 1922, the sale of DUPONT Indigo
and DUPONT Dye-stuffs in China, at present being sold
by the E. I. Du Pont de Nemours & Co. Company,
will be handled by the Shanghai office of E. I. Du Pont
de Nemours & Company, Dye-stuffs Division, William-
son, Delaware. The business will be carried on as pre-
viously at No. 3 Canton Road.

Large Stocks of the standard dyes used in China
are carried in our Shanghai godowns and prompt de-
liveries can be made to our customers.

Our Dye-stuffs Laboratory and our European and
American trained Chinese technical personnel will be
at the disposal of our customers and friends helping
them to solve the problems concerning the application
of dyes.

We specialize in the following colours:
DUPONT Indigo 20% paste, for cotton, silk and wool.
PONTAMINE dyes (direct colours) for cotton, silk,
paper and leather.

DUPONT dyes (basic colours) for silk, cotton, paper and
leather.

PONTACYL dyes (acid colours) for silk and wool.
SULPHOGENE dyes (sulphur colours) for cotton.
E. I. DU PONT DE NEMOURS & COMPANY.
DYE-STUFFS DIVISION.

F. A. M. NOELTING, PH.D. Manager Shanghai Office.
47511

PROVISIONS AND WINES

We have in stock provisions and wines of different kinds.
Our prices are moderate and our service prompt. We are prepa-
red to furnish price lists on request.

Talkoo Sugar	10 lb. bags	Per bag \$1.15
Kitchen Sugar	10 lb. bags	Per bag \$1.00
Blue Steam Flour	50 lb. bags	Per bag \$4.40
Golden Churn Butter	2 lb. tins	Per tin \$1.45
Golden Churn Butter	1 lb. tins	Per tin \$1.75
Lucoo Oil C & B	1 large bottle	Per bottle \$2.00
Lucoo Oil C & B	small bottle	Per bottle \$1.15
Lucoo Oil Am.	large bottle	Per bottle \$1.70
Crepe Toilet Paper		Per roll \$2.40
Hawaiian Sliced Pineapple	2 1/2 lb. tin	Per tin \$1.25
Cornflakes		Per pkt \$1.35
Puffed Rice & Wheat		Per tin \$1.50
American Soda Biscuits	5 lb. tins	Per tin \$1.50
Bishop's Cocoa	1 lb. tins	Per tin \$1.80
Imperial Brand Rich Cream	48 tall tins	\$9.50
Flying Foot Pure Australian Butter	2 lbs.	\$1.20
Malt Vinegar C & B		Per bottle \$1.70

SAM SHING & CO.

26 Route de Say Zoon, Opposite Route Ratard.
Telephone West 3135. 47236

Dr. Med. H. Brauns

late assistant to the gynecolo-
gical clinic of Heidelberg Uni-
versity. General Practitioner
and specialist for women's
and children's diseases. Hours,
4-6, Saturday, 11-1.

LECTURERS AT THE TUNG CHI MED. SCHOOL
3 EZRA ROAD 'PHONE C. 780

Residence 45 Seymour Road.
'Phone W. 2447, W. 2552.

Residence 28 Jessfield Road.
'Phone W. 1892. 46793

DR. Z. S. TORJEWSKY

DENTAL SURGEON

11, Peking Road (First Floor) Phone Central 207.

Newest methods of dental treatment and technical work.

OUTFIT AND MACHINERY AFTER THE LATEST INVENTIONS 29324

Business and Official Notices

NOTICE

National Loans of the Third Year
of the Republic (1914)
and of the Fourth Year of
the Republic (1915).

With reference to the Notice
issued to the Press by the under-
signed under date 23rd March,
1922, in which was published a
list of the schedule numbers of
those \$10,000 Bonds and \$1,000
Bonds of the above Loans for the
interest and redemption of which
the Inspector General of Customs
is responsible, the public is hereby
notified that, owing to an error
on the part of the Ministry of Fi-
nance, three numbers were omitted
from that list, namely,
4th Year Loan: \$1,000 Bonds:
Nos. 2231, 2232, 2233.

and that these three Bonds are
redeemable, and interest coupons
which they bear payable, from the
funds under the administration of
the Inspector General of Customs.

F. A. AGLEN,
Inspector General of Customs.

Inspectorate General of Customs,
Peking, 5th April, 1922. 47585

Hankow and Ports

The Hoong On S.S. Co's Steamer
"Chang-On," Captain Warild, will
leave from the Ningshao Wharf,
Chinese Bund, Nantao, on Tuesday
the 11th April, at about 12 o'clock
(midnight) (Cabins fitted with
steam heater). Passage Money,
Shanghai to Hankow, \$40 single
and \$60 return. For Freight or
Passage apply to office of the Com-
pany, No. 1B Hankow Road,
Telephones Freight 1520, Passage
3283. 47591

FOOCHOW

The San Peh Co's Steamer
"Ning Shin," Captain Augustad
will leave from the Ningshao
Wharf, Chinese Bund, Nantao, on
Wednesday, the 12th April, at
about 6 p.m. This Steamer has
extra large cabins with all the
conveniences of a mail Steamer,
with observation saloons fore and
aft. Excellent service and cuisine.
Passage fare, Shanghai to Foo-
chow, single \$30 and return \$48.
For Freight or Passage, apply to
the office of the Company, No. 1B
Hankow Road. Telephones:
Freight C. 1520, Passage C. 3283.
47562

In The International Mixed Court Of Shanghai

RE: THE PING SUNG STEAM-
SHIP COMPANY 炳生輪船公司
formerly of No. 153 North
Soochow Road.

(Petition in Bankruptcy)
A petition in bankruptcy has
been filed in this matter and by
an Order of this Honourable
Court dated 4th April, 1922, the
undersigned are appointed In-
terim Receivers.

Take notice that the Court will
grant the petition unless objection
thereto is lodged within two
weeks of the said Order.

Creditors are required to file
their claims with us without delay.
All debts due to the estate
should be paid to us forthwith and
debtors are warned not to pay
their debts to any person or per-
sons other than ourselves.

SETH, MANCILL & McLURE,
Official Court Accountants.
No. 7 Avenue Edouard VII,
Shanghai, 6th April, 1922. 47514

"I HAVE A FRIEND WHO....."
WHY otherwise intelligent people
will accept anonymous say-soes on
investments is difficult to explain.
IN considering investment, pur-
chase clear-cut information is the
essential need—a need that can
readily be met by any of our
numerous offices.

OUR information is based on a
national viewpoint and years of
experience.
WE invite you to make yourself
and your investment needs known
at our nearest office.

International Savings Society
7 AVENUE EDOUARD VII
SHANGHAI

NOTICE

Issue of 100,000 of the unused
ordinary shares of the Company

NOTICE IS HEREBY GIVEN
that the transfer books of the
Company will be closed from the
18th to the 24th day of April,
1922, both days inclusive instead
of from the 4th to the 10th day
of April as appears by the Notice
of Closure of the Transfer Books
bearing date the 11th day of
March, 1922, which notice is
hereby cancelled.

Jardine, Matheson & Co., Ltd.,
General Managers.
Shanghai, 15th March, 1922. 46698

Messrs. R. Fano, L. Basset,
J. Thesmar.

Commissaires Priseurs, acting
on behalf of Mr. Marcel Darre,
Liquidator, and by decision of the
French Mixed Court, will sell by
Public Auction at No. 4 the French
Bund on Wednesday the 19th April
1922 beginning at 10.30 a.m. the
following assorted Wines etc., etc.

3 cases Chateau Yquem
4 " " Coulet
2 " " Lafite
4 " " Mouton Rothschild
9 " " Corbiano
9 " " Graves superieur
3 " " Chateau Laroze
9 " " St. Estephe
38 " " Medoc de Schroder and
Schuyler Cie.—Bordeaux
54 " " Medoc de Latrille and
Ginetet—Bordeaux
4 " " Creme de cacao de Rocher
frees

Imported from G. Preller & Co.,
Bordeaux.

a quantity of Sauternes (White
Wine), Rhum, Gin, Wine, Cidre, 1/2
bottle-beer, Tuborg etc., etc.
1 Cork making Machine, 1 machine
for making bottle-caps, playing
cards, bottle-wax, corke, empty
barrels and bottles, Furnitures,
typewriters, tables, shelves, home-
made ladies hats, etc., etc.

For any enquiries concerning
auction-lists etc., please apply to
Messrs. R. Fano, L. Basset, J.
Thesmar-Commissaires Priseurs
No. 4 The French Bund. 47518

NOTICE OF REMOVAL

From the 8th inst. my office
will be situated at 7A, Kiangso
Road.

GEORGE E. BIRD.

47538

TO LET

Apartment of 3 rooms with a small
balcony facing the sea, furnished
with or without board. Apply to
Mr. Bushner, 40 Ryojun Machi,
Tsingtau. 47513

S.S. "Wheatland Montana" from Seattle

NOTICE TO CONSIGNEES
Examination of ship damaged
cargo ex s.s. WHEATLAND MON-
TANA will be held at the Robert
Dollar Wharf on Thursday April
13th at 9.30 a.m. when Messrs.
Eisler and Reeves, Marine Surve-
yors, will be in attendance.

THE ADMIRAL LINE
Agents. 47550

S.S. "Wenatchee" from Manila and Hongkong

NOTICE TO CONSIGNEES
Examination of ship damaged
cargo ex s.s. WENACHEE will be
held at the China Merchants Lower
Wharf on Wednesday, March 12th
at 9.30 a.m. when Messrs. Eisler
and Reeves, Marine Surveyors, will
be in attendance.

THE ADMIRAL LINE
Agents. 47551

S.S. "Bay State" from Seattle

NOTICE TO CONSIGNEES
Examination of ship damaged
cargo ex s.s. BAY STATE will be
held at the China Merchants Central
Wharf on Monday, April 10th, at
9.30 a.m. when Messrs. Eisler and
Reeves, Marine Surveyors, will be
in attendance.

THE ADMIRAL LINE
Agents. 47552

In The International Mixed Court Of Shanghai

RE: AU JUI TSHOE (夏百川)
DONG CHING EGG FACTORY
(同慶蛋廠)
(In Bankruptcy)

Tenders are invited for the pur-
chase of 66 mow, 7 fan of "plough-
ed" land and 11 mow, 1 fan, 5 hao
of "high" land situated at Hwang-
kong (黃港), Nanshang (南
鄉), in the district of Kiangtu
(江都); 35 mow, 1 fan of
"ploughed" land, and 10 mow, 5
fun, 5 li of "high" land situated
at the west of Li-Ka-Hong (李家
港) of Chang-Ming-Kong (長
明港), Nanshang (南鄉), in the
district of Kiangtu (江都); and
18 mow, 5 fun of land situated at
Wong-Ka-Bore (王卡孛) of Sing
Ku (新溝), Nanshang (南鄉),
in the district of Kiangtu (江都).

Sealed tenders for the purchase
of the above described land should
be sent to the offices of the under-
signed on or before 26th April
1922.

Bidders must be prepared to
pay for the land within seven
days of acceptance of tender.

SETH, MANCILL & McLURE,
Official Court Accountants.
7 Avenue Edouard VII,
Shanghai, 5th April, 1922. 47475

"WHEATLAND MONTANA"

The s.s. WHEATLAND MONTANA
from Seattle—This vessel is now
discharging all her cargo (except
Opium and Munitions of War) at
the Robert Dollar Pal Lien Chien
Wharf. Consignees are requested to
send in their Bills of Lading for
counter-signature. Consignees of
"BULK CARGO" will further be
required to send their representa-
tives to the wharf to verify the
weights of such cargo whilst it is
being landed. All claims against
this vessel must be sent in within
10 days from the date of vessel's
arrival or they will not be recog-
nized. All risks of fire at wharf and
godowns to be borne by consignees
of cargo.

THE ADMIRAL LINE

Chinese and Foreign Banking Announcements

**Commercial Bank of
China**

	Sh. Tls.
Subscribed Capital ...	5,000.00
Call-Up Capital	2,500.00

Advances made on approved	
certificates. Bills discounted.	
Interest allowed on Current	

For 3 months at 3% per annum
For 6 months at 4% per annum

On deposits in Dollars according
arrangement.

H. C. MARSHALL,
Chief Manager

Banque De L'Indo-Chine

FRANCE.

50-up Capital 68,400,000.00
 Reserve Fund
 (1/8/20) 69,500,000.00

Head Office:
 No. 96 Boulevard Haanoemann,
 Paris.

Branches and Agencies

Saigon	Phnom-Penh	Battamban
Siphong	Hanoi	Tourane
Heking	Hankow	Tientsin
Songkong	Canton	Mengthe
Singapore	Pondichery	Bangkok

London Bankers:
The National Provincial and United Counties Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Crédit Lyonnais

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts in United States and France according to arrangement.

THE SHANGHAI INDUSTRIAL BANKING CORPORATION
HEAD OFFICE: SHANGHAI.
 Branch: 17 & 18 Klukiang Road
 Capital \$1,000,000
 Paid-up \$ 250,000
 Fixed Deposit Capital .. \$ 500,000
 Domestic Agencies
 In principal commercial centers in China
 Foreign Correspondence

General Banking, Business
every description transacted.
Interest allowed on Current
Accounts and Fixed Deposits.

Savings Accounts at 5% *comp. interest*

Special Savings Accounts
Laborers.

K. L. SUNG, Manager.
S. Y. FONG, Sub-Manager.
Cable Address: "BANKSIBOO"
Tel. C. 6401. Manager's Office.

C. 6416, Foreign Dept.
C. 6414, General Office.

Launch Services

TODAY
The tender Alexandra conveys

The tender conveying passengers and baggage board the C.P.S. s.s. Empress of Russia, for Manila and Hongkong will leave the Customs Jetty at 1:30 p.m.

he T.K.K. s.s. Taiyo Maru, from San Francisco will leave the Commodore Jetty at 2:30 p.m.

Thursday, April 13, 1922

The tender Whangpoo conveying passengers and hand baggage

Wu Demands 'Cut'

On Official's P
 (China Press Correspondence)
 Hankow, April 4.—A telegraph
 came to Wuchang from Honan
 on Sunday, in which General

Pei-fu demands \$2,000,000 from Mr. Wei Lien-fang, former Finance Commissioner of the province. The money shall

says Wu, falling which he should hold Wei responsible. Wei is popularly believed to have amassed quite a fortune, \$4,000,000, during his tenure of office.

is likewise requested by Gene Wu to share the burden of raising \$150,000, while the sums

100,000 and \$50,000 are as-
signed from the Wine and Tobacco
Office and the Stamp De-
partment to the Revenue.

Planes Collide In Fog—Six Die

(Reuter's Service)

Paris, April 7.—A British military transport plane from Crovdon to Paris crashed in fog, killing six people.

and a French aeroplane from Bourget to London collided in fog near Grand's Villiers and crashed in flames. The pilot, mechanic and three passengers of the French machine, and

The British aeroplane belonged to the Dalmatian Air Service between Paris and London, which was inaugurated on April 3, 1918.

machines each way.

Financial And Commercial News

BENJAMIN AND POTT SHARE LIST Yesterday's Close

Stock	Closing Quotations
Banks	
H. K. and S. B.	Tls. 945 B.
Chartered	Tls. 214 1/4
Marine Insurance	Tls. 250
Canal	442 B.
North China	144
Union of Canton	240
Yangtze	24 B.
Far Eastern Ins.	22 1/4
Fire Insurance	
China Fire	H. \$123 1/4 B.
Hongkong Fire	H. \$375 B.
Shipping	
Indo-China Def.	H. \$270
Indo-China Prof.	H. \$288 B.
"Shell"	92 3/4 B.
Shanghai Tug ord.	Tls. 48 B.
Shanghai Tug Prof.	Tls. 37 B.
Mining	
Kelping	Tls. 28 B.
Central Cons.	18 1/2
Raub	H. \$1 B.
Docks	
Hongkong Dock	H. \$153
Shanghai Dock	Tls. 115 B.
New Eng. Works.	Tls. 8.60
Prof.	Tls. 4 1/4 B.
Wharves	
Shanghai Wharf	Tls. 142 1/4 B.
Hongkong Wharf	H. 103 B.
Lands and Hotels	
A-French Land	Tls. 38
Shanghai Land	Tls. 36 1/4 B.
Welshland Land	Tls. 3
Hotel Hotel	\$55
China Realty ord.	Tls. 50
China Realty Prof.	Tls. 50
Cotton Mills	
Ewo (ord.)	Tls. 16.60 B.
Ewo (Prof.)	Tls. 100 B.
Laos-kung-mow	Tls. 22 B.
Oriental	Tls. 9 1/4 B.
Shanghai Cotton	Tls. 146
Industrials	
Butter Tiles	Tls. 24
China Sugar	H. 180 B.
Green Island	H. 20 1/2 B.
Langkai	Tls. 9 B.
Major Bros.	Tls. 5
Shai Sumatra	Tls. 80
Stores	
Hall and Holts	\$5 B.
Llewellyn	\$80
Lane Crawford	\$103 B.
Moutrie	\$40
Watson	H. \$9.40 B.
Weeks	\$18
Rubbers (Local)	
Alma	Tls. 2 1/4
Amberst	Tls. 0.15
Anglo-Java	Tls. 3 1/4 B.
Anglo-Dutch	Tls. 0.90 B.
Ayer Tawah	Tls. 11 1/4 B.
Batu Anam	Tls. 0.80 B.
Bute	Tls. 0.40
Bukit Toh Alang	Tls. 0.40
Chemor United	Tls. 0.30 B.
Chempedak	Tls. 1 1/4 B.
Cheng	Tls. 1
Consolidated	Tls. 0.90 B.
Dominion	Tls. 0.60 B.
Gula Kalumpung	Tls. 4 1/4 B.
Java Consolidated	Tls. 4 B.
Kapala	Tls. 0.20
Kapayang	Tls. 6
Karan	Tls. 1 1/4 B.
Kedah	Tls. 1
Kota Bahroe	Tls. 0.60
Kroewoek Java	Tls. 4 B.
Padang	Tls. 3
Pengkalan Dural	Tls. 1
Permatia	Tls. 1
Repah	Tls. 0.20 S.
Samagaga	Tls. 0.40
Seakoes	Tls. 50 cts.
Semambu	Tls. 0.45 B.
Senawang	Tls. 0.60
Shai Klebang	Tls. 0.85
Shanghai Malay	Tls. 1
Shai Malay Prof.	Tls. 5
Shanghai Pahang	Tls. 50 cts.
Sungala	Tls. 25 cts.
Sungei Duri	Tls. 4 B.
Sua Manggis	Tls. 1
Shai Seremban	Tls. 0.40
Taipung	Tls. 0.15
Tanah Merah	Tls. 0.25 B.
Tebong	Tls. 0.80
Ziangbe	Tls. 1.80 B.
Miscellaneous	
C. I. & E. Lumber	Tls. 325
Cully Dairy	Tls. 10 B.
Shanghai Trams	Tls. 108 B.
Shanghai Gas	Tls. 20
Horse Bazaar	Tls. 40
Shai Mercury	Tls. 20 B.
Shai Telephone	Tls. 80 B.
Shai Waterworks	Tls. 140

Money Exchange

Shanghai, April 8, 1922	
Market	72.6375
Native Interest	06
Mexican Dollars	
Shanghai Gold Bars 978	
Touch	319
Copper Cash	322.000
Bar Silver	33 1/2
London rate	
Bank rate of Discount	5 1/2
Paris on London	48.13
New York on London	438 1/2

Banks Opening Selling Rates

London	
Telegraphic Transfer	3s. 3d.
Demand	3s. 3 1/4 d.
New York	
Telegraphic Transfer	71 1/2
Demand	71 1/2
Paris	
Demand	78 1/2
India	
Demand	354 1/2
Hongkong	
Demand	75 1/2
Yokohama	
Demand	66 1/2
Batavia	
Demand	193 1/2
Singapore	
Demand	71

Banks Opening Buying Rates

London	
Nominal	
Demand	3s. 5d.
4 m-s. Credits	3s. 5 1/4 d.
4 m-s. Docs.	3s. 6d.
6 m-s. Credits	3s. 6d.
6 m-s. Docs.	3s. 6 1/4 d.
New York	
Nominal	
Demand	74
4 m-s. Credits	75 1/2
4 m-s. Docs.	76
Paris	
4 m-s.	830
Gold Dollars: Bank buying rate	
@ 75 = Tls. 133.34	
@ exch. 72.7 = Mex. \$183.41	
Sovereigns: Bank buying rate	
@ 3s. 5d. = Tls. 5.80	
@ exch. 72.7 = Mex. \$3.08	

Tourist's Exchange

@ Bank's Demand Buying Rate (Hongkong and Shanghai Bank)	
\$10 @ exch. 3s. 5d. = Tls. 58.64	
\$50 @ exch. 75 = Tls. 66.67	
Fr. 250 @ exch. 825 = Tls. 30.30	
1 Shanghai Tael = Mex. \$1.38	
at Bank's selling rate for Mexican	

CUSTOM HOUSE EXCHANGE

RATES FOR APRIL	
Tls. 5.67 @ 3/2	\$1
1.29 @ 69 1/2	Gold \$1
1 @ 763	Fr. 8.50
1 @ 68 1/2	Marks 1.62
1 @ 247 1/2	Yen 1.62
1 @ 1.50	Rupees 2.75
1 @ 1.50	Mex. \$1.50
1 @ 1.50	Roules 1
1 @ 13.20	Ital. Lire 14.70

International Banking Corporation

CLOSING COUNTER RATES	
Demand buying on America	73
Demand selling on America	74
Demand buying on London	3s. 3 1/4 d.
Demand selling on London	3s. 4 1/4 d.

GOLD BAR QUOTATIONS

RATES FOR APRIL			
Hk.	Tls.	5.67 @ 3/2	\$
"	"	1.29 @ 69 1/2	Gold \$
"	"	1 @ 763	Fr. 8.50
"	"	1 @ —	Marks —
"	"	1 @ 68 1/2	Yen 1.65
"	"	1 @ 247 1/2	
			Rupees 2.75
		1 @ 150	Mex \$1.50

ROUBLES EXCHANGE

Bank's Buying Rate	
Roules 230.000	Tals. 100
Roules 100	Mex. \$0.06
LIRE EXCHANGE	
Bank's Selling Rate	
It. Lire 13.60 = 1 Tael.	
Swiss Frs. 2.074 = 1 Tael.	
Marks 210.00 = 1 Tael.	
Equivalent Foreign Quotations	
It. Lire \$3.00 = 1 Pound Sterling.	
It. Lire 18.85 = 1 U. S. Dollar.	
It. Lire 178.30 = 100 Fr. Francs.	

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Trans-	
actions, yesterday	
Shanghai, April 8, 1922	
Chinese Bonds For 10th Year	6 1/2
\$36.50 April	
\$36.90 May	
Nanyang Brother's Tobacco Co.	\$23.30 April
\$24.00 May	
Canton S. & P. Ex. Ltd.	\$10.40 April
\$9.70 May	
Shanghai Flour Exchange, Ltd.	\$22.50 April
\$22.50 May	
China Cotton Standard of	Tungchow.
Tls. 34.90 April	
" 34.70 May	
" 35.05 June	
" 34.50 July	
" 35.20 August	
" 35.10 September	
Local Yarn for Standard 16's	Cloudy Stock
Tls. 146.00 April	
" 147.00 May	
" 146.70 June	
" 146.70 July	
" 147.40 August	
" 147.80 September	
Shanghai Gold Bar 978	
Tls. 319.40 May	

Exchange Fluctuations

Asia Banking Corporation

April 8, 1922

Spot and forward bar silver were each up 1-3d. in London yesterday. The New York price advanced to 65 1/2 cents, and the London-New York cross rate to 449.

The official quotations here today were unchanged from yesterday and the market was again quiet and steady with practically the same rates for near and forward deliveries.

Business in Sterling was done at rates varying between 3-3 1/2 and 3-4. Gold dollars were done at 73 1/2 but there were sellers rather than buyers at this quotation.

India and America bought a small amount of silver in London yesterday and the market there as well as in New York is reported as steady.

Rubber Outputs

	Feb.	Mar.
Alma	19,000	20,000
Anglo-Dutch	74,600	74,000
Anglo-Java	152,000	163,000
Ayer Tawah	30,655	32,095
Batu Anam	20,407	
Bukit Toh Alang	26,418	21,569
Bute	21,000	15,240
Chempedak	9,600	11,000
Chemor United	27,750	24,641
Cheng	12,000	9,664
Consolidated	55,391	59,240
Consolidated	55,391	
Dominion	14,133	10,762
Gula Kalumpung	110,000	100,000
Java Consolidated	62,100	68,400
Kamunting	10,301	10,646
Kapala	12,039	
Kapayang	10,200	9,222
Karan	21,461	23,259
Kota Bahroe	43,000	48,000
Kroewoek	65,956	62,990
Langkat	5,417	7,117
New Amberst	20,600	16,100
Padang	11,344	10,058
Pengkalan Dural	5,816	
Permatia	27,000	16,000
Repah	11,167	
Samagaga	18,200	19,709
Semambu	18,277	
Senawang	13,442	12,726
Shanghai Serem-	19,791	21,258
ban		
Shanghai Kodah	*12,000	16,800
Shanghai-Kelan-	32,692	
tan		
Shanghai-Pahang	21,226	17,581
Shanghai-Klebang	10,155	9,937
Shanghai-Sumatra	43,382	40,435
Sua Manggis	13,600	12,600
Sungala	10,427	14,240
Sungei Duri	29,316	21,018
Tebong	46,500	45,000
Taipung	9,035	
Tanah Merah	30,000	29,500
Ziangbe	51,100	53,409

*24 days tapping.

The Small Investor's Co.

Shanghai, April 8, 1922

BUSINESS REPORTED

New Eng. 8% (Prof.)	Tls. 4.75
Telephone Tls.	89.00
Cully Dairy Tls.	11.00
Ewo Tls.	16.60
Shanghai Cottons Tls.	145.00
Shanghai Wharves Tls.	143.50
Shanghai Docks Tls.	114.00
Anglo-Java Tls.	3.80
New Engineering Tls.	8.60
Tanah Merah 0.30 cts.	
Amberst 0.15 cts.	
Kelantans 0.10 cts.	
S. M. C. 1903 6% Debs.	Tls. 97.50

10 Canton Road. Shanghai.

The China Nutra Life Insurance Co., Ltd.

Registered in England and Hongkong.

A BRITISH COMPANY with a complete organization throughout Asia, and Assets exceeding.

TAKES TEN MILLIONS

HEAD OFFICE

Shanghai.

46935

TRADE WITH SIBERIA

The Ural Trade-Technical Company with extensive connections from Vladivostok to Ekaterinburg is prepared to buy goods for sale in Siberia.

SPECIAL DEPARTMENTS:

Technical Agricultural

Electrical, Hardware, Constructional

THE URAL TRADE-TECHNICAL CO.

Vladivostok: 42 Sverlanskaya.

SHANGHAI BRANCH: 20A, CANTON ROAD

PHONE: CENT. 1107

46935

Phone Cent. 937.

BAGGAGE SERVICE

DELIVERY TO AND FROM WHARVES OR STEAMERS.

FURNITURE TRANSFER BY MOTOR TRUCK

UNDER EXPERT EUROPEAN SUPERVISION.

PUBLIC STORAGE SERVICE FOR BAGGAGE AND FURNITURE

STERNBERG'S TRUCK SERVICE

Phone Cent. 937 and 347. 17 Nanking Road

Share Market

Messrs. J. P. Bisset and Company write as follows in their share report for week ending Friday:

The local share market shows very little change since last week and business is quiet with a very fair demand for all the sound local investment stocks. Enquiry for Cottons has been insignificant and quotations are easier as a result. Shanghai Tug and Lighter Co. have steadily improved and today changed hands at Tls. 43. Shanghai Docks also show a distinct improvement owing to the steady demand for them and at the close Tls. 113 was offering.

New Engineering Works after a substantial rise early this week close easy at latest price quoted. Local "Rubbers" show a very slight improvement in sympathy with news of advance in price of the raw product.

London market appears to have rallied and our latest urgent cable advices show a decided improvement in following stocks:

Shell Transport Co. £5.00 buyers.

Shanghai Electric Construction Co. £17.12.6 buyers.

Gula-Kalumpung Rubber Estate £8s. 6d. (c.d.)

Chinese Govt. 5% Reorg. Loan 1913 German Issue £63.00 sellers.

Chinese Govt. 5% Reorg. Loan 1913 British Issue £77.00 sellers.

Chinese Govt. 5% Reorg. Loan 1913 French Issue £73.10.0 sellers.

Chinese Eng. & Mining Co. "B" £3.17.6 sellers.

HONGKONG SHARES

Messrs. Moxon and Taylor of Hongkong write as follows in their share report dated Hongkong, March 31:

There has been rather more business doing during the week under review, principally for cash, very few forward transactions having been put through. The Shanghai market shows rather more tone with buyers prevailing.

Rubber remains neglected.

The following are the principal alterations since last week:

Hongkong Banks:—Owing to the rise in exchange have come to business at \$825 and more shares are wanted at this price with sellers holding off.

Unions:—Have been done at \$245 and close nominal.

Hongkong Lands:—Declined during the week but close firmer

No. 40 Seehuen Road, Shanghai.

行 業 商 工

Head Office: HONGKONG. Hankow Branch: PANOFF BLDG.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

61 KIANGSI ROAD.

Every description of banking transacted. Correspondents in China and abroad.

Telegraphic Address: "KONGSHAN."

Tel. Nos. C. 3204 and 5816.

CHU KINHOW, Manager.

CHINA MISSION SUES IN SEATTLE TO DECIDE STATUS

Field Workers Object To
Control By
Trustees

(China Press Service)

Seattle, March 15 (by mail).—Fighting to carry on their life work of spreading Christianity in China seven missionaries of the South China Mission in China, through their local attorney, Fred W. Catlett, started suit in the King County court yesterday to determine whether the mission should be controlled by the missionaries in the field or by a board of trustees composed of Seattle residents.

The suit is directed at the South China Mission, Horace W. Houlding, director-general in the field, and the board of trustees: Cyrus Avery Whipple of Booker, Kiehl A. Whipple, consulting engineers in the Central Building; Mrs. Mary O. Whipple; her father, Roger S. Greene, Henry C. Ewing of the real estate company bearing his name, and Eben S. Osborne. Because the mission is a Washington corporation, the missionaries in far-away China had to bring the suit in a local court.

The missionaries allege they have been discharged from the mission by the local board of trustees because they protested against what they term "the petty czar-like domination of the said Houlding." Denying that the board has the right to discharge them, they assert they are members of the corporation. Assuming this power at a recent meeting held in China, the missionaries removed Mr. Houlding, abolished his position and set up a board of trustees in the field with H. Costerus, one of the plaintiff missionaries, as president.

MEETING CALLED
The local board of trustees has called a meeting of the corporation for April 20, when it will be decided whether the missionaries have this power. As the local board asserts, the missionaries are not members of the corporation, the missionaries would not be allowed to attend this meeting and their action in the removal of Mr. Houlding would perhaps be rescinded. They are asking the court to establish them not only as members of the corporation, but to place the control of the mission in their hands.

The complaining missionaries and the date of their arrivals at the mission are: Selma O. Moberg, 1902; Martha F. Brauer, 1911; William J. Campbell, 1916; Mary Sonora Campbell, 1916; Harry Costerus, 1914; Anna Maude Hancock, 1913, and Paula L. C. Ritter, 1904.

Control of the mission descends to them from the original band of missionaries who formed the mission in 1901, the plaintiffs assert. In that year, the original band came here from California after having made a working agreement for the mission. But the ship on which they started for China was disabled and returned here and the missionaries decided to incorporate. As none of them was a resident of the state, Messrs. Greene, Ewing and Osborne were called on to file the articles of incorporation with the understanding their positions would be only nominal and their positions would expire when the missionaries reached China, the complaint alleges. Mr. Greene, however, was to be home agent for the mission. Mr. Houlding was made first director general in the field.

Although the bylaws declare the executive board shall be chosen from the heads of departments engaged in the work in China, Mr. Houlding assumed autocratic control of the mission and designated

the committee," the complaint alleges.

CONTROLS BOARD

By ruling that a unanimous vote was necessary for action, Mr. Houlding controlled the board and prevented those who disagreed with him from ousting him, meanwhile maintaining that the power of the board of trustees in Seattle had lapsed, the complaint declares.

During the years of its work, the mission carried on independent of the local trustees, who were forgotten, according to the complaint, and six stations were established, \$275,000 in contributions received and more than one hundred missionaries were enrolled, eleven being now in the service. None of the plaintiff missionaries were in the original band, but they say they joined with the express assurance by Mr. Houlding that they were members of the corporation and persisted in that belief until the visit of Mr. Greene to the mission in 1920. Previous to his visit, Mr. Greene and Mr. Osborne met and increased the membership of the local board of trustees to five, Mr. and Mrs. Whipple being appointed and Mr. Greene, being given control of the board, the complaint asserts. It was then voted to send Mr. and Mrs. Greene to the mission to investigate conditions.

When efforts failed to settle the disputed control of the mission, Mr. Houlding went to Maryland, incorporated the South China Mission and made a conveyance which passed the property of the local incorporated mission to the Maryland organization. When the missionaries protested the property was turned back to the Washington corporation with the understanding that the missionaries would establish themselves as members of the local corporation within a year or the property would be once more placed in the hands of the Maryland corporation.

But while the Maryland action was pending the local trustees and Mr. Houlding notified the missionaries that they were not only not members of the corporation, but had only been employed by the corporation and that such employment was terminated by the mission.

The missionaries ask that they be declared members of the corporation and that the control be vested in them and not in the board of trustees here.

NEW PROCESS

(Reuters Service)
London, April 7.—Representatives of the Admiralty and of the American, Italian and Japanese Embassies today witnessed a demonstration of a new process, invented by a Frenchman, for cutting steel under water by an oxyacetylene blowlamp. It is believed that the invention will revolutionize future salvage operations.

Dont Forget:

TEA DANSANT
EVERY SATURDAY
from 4.30 to 7.30 p.m.

St. George's

A STRICTLY FIRST-CLASS HOTEL
SAVOY HOTEL
MODERATE RATES

A SATISFACTORY HOME WITH
EXCELLENT SERVICE AND
SUPERIOR CUISINE
SPECIAL RATES FOR MONTHLY GUESTS

**THE CREST
HOTEL**

SPECIAL ATTRACTION
Miss OLGA RATOMSKAJA
Mezzo-soprano

FROM MOSCOW AND
PETROGRAD.

MISS RATOMSKAJA
Will Render classical and operatic
Selections, in French Russian and
Italian

THE FAMOUS DANCERS
JAMES and NELLIE
VALENZO
TO-NIGHT

Cold dishes of all kinds and
refreshments served.

And Every Night
23 Ave. Haig West 937

Today's Symphony Concert

Elgar is the composer whose works will occupy the greater part of the program for the Municipal Orchestra's twenty-seventh symphony concert at the Town Hall this afternoon. The soloists are Messrs. C. J. van Heyst (bassoon) and H. Kunze (harp). The program is as follows:

1. Second Suite "The Wand of Youth" Elgar (Music to a child's play)
- (a) March
- (b) The Little Bells (Scherzino) (Dance)
- (c) Moths and Butterflies (Dance)
- (d) Fountain Dance
- (e) The Wild Bears
2. Romance for Bassoon and Orchestra Elgar
- Soloist: Mr. C. J. van Heyst
3. Variations on an original Theme ("Enigma") Elgar
4. Romance for Bassoon and Orchestra (second movement only) "Andante 'A Flat Major'" N. V. Wilm
- Soloist: Mr. H. Kunze
5. Dutch Rhapsody "Piet Hein" Van Antoon! A. de Kryger, Assistant Conductor.

This program will be repeated on Tuesday, April 11, at 9:15 p.m.

New Police Chief Named For Peking

(Reuters Pacific Service)

Peking, April 5.—The post of Superintendent of the Metropolitan Police, left vacant by the appointment of Major-General Ching Lin as Inspector-General of the Railway Guards on the Kiaocho-Tsinan Railway, has been filled by the promotion of Major Chang Ting-shih, councillor of the Peking Garrison, while the posts formerly held by General Ching Lin as Commandant of the 3rd and 4th Companies of the Legation Guards have been filled by Major Tung Fung and Major Tung Teh, respectively.

CONSULS PROMOTED

(Reuters Pacific Service)

Peking, April 5.—The following Acting Consuls-General have been given substantive rank: Mr. Lo Ch'ing, Consul-General at Singapore; Mr. Wu Hung, London; Mr. Chow Chi-liang, Vancouver; Mr. Kuei Chih, North Borneo; and Shih Yu-ming, Panama.

Quadruplets Weigh Less Than 4 Pounds

(China Press Service)

San Francisco, April 7.—Word has been received from Bakersfield that caused even the hardest telegraph editor and feature writer of the local papers to sit up and gasp. The dispatch read:

"Four babies weighing less than a pound each have been born to Mrs. C. Tabbi. Doctor says all's well."

At first it was deemed a hoax on the part of an underworked correspondent, but on telegraphic inquiry, the news was substantiated for the correspondent indignantly denied that Mrs. C. Tabbi was a euphemism for Tabby Cat, and insisted the facts are as stated.

Photographers have been dispatched by several Los Angeles newspapers to verify the advent of the smallest quadruplets in medical annals.

Moves To Assemble Old Parliament

(Reuters Pacific Service)

Peking, April 5.—A local question of no immediate importance has arisen in connection with the Parliament. Mr. Wang Chieh-hsien, former Speaker of the Senate, is reported to be organizing a movement to reassemble the old Parliament which was not officially dissolved.

At the same time the new members are gathering in Peking and have made several efforts to induce the Anfuite Secretaries in charge of Parliamentary affairs to hand over to them. Both sides are issuing declarations of their legal qualifications. An official announcement on this question is expected from the government.

NEW BUREAU HEAD

(Reuters Pacific Service)

Peking, April 5.—Mr. Chang Chih-jui has been appointed Director of the Honan Industrial Bureau.

EMPIRE THEATRE

81, AVENUE JOFFRE

Features and serial to be exhibited during the week
From April 10th to 16th

On Monday and Tuesday, April 10th and 11th

SHOWING

BRYANT WASHBURN

in
"PUTTING IT OVER"

FIVE PARTS
and the 15th Episode of "THE VANISHING TRAIL"

On Wednesday and Thursday, April 12th and 13th

MARY PICKFORD

in
"HOW COULD YOU, JEAN"

FIVE PARTS
and the 1st and 2nd Episodes of "THE FATAL SIGN"

On Friday, Saturday & Sunday, April 14th, 15th & 16th

PRESENTING

ROBERT WARWICK

in
"SECRET SERVICE"

and the 3rd and 4th Episodes of "THE FATAL SIGN"

TWO PERFORMANCES NIGHTLY
Matinee Every Saturday and Sunday

ISIS THEATRE

To-night! Sunday Night To-night!

NORMA TALMADGE

Never So Splendid as now in

"The Sign on the Door"

7 Pers. Drama that moves with
powerful impulse! As vivid as
the screen can give! 7

Monday and Tuesday, Two Nights Only

ARLINE PRETTY

in

"A WOMAN
IN GREY"

Super Serial Sensation of the year

Love, romance, and adventure mingle in
alluring fashion and the element of breath-
less suspense dominates in each episode.

PRESENTING THE FINAL
6 EPISODES

12 parts - in one night - 12 parts
For this particular long programme first
performance starts at 6:30 sharp.

Matinee To-day at 3 p.m.

"A WOMAN IN GREY" Episode 6th to 9th

ISIS THEATRE

Commencing Wednesday April 12th, For Five Nights

Albert A. Kaufman
presents

A Mighty
Millions
in Motion
Pictures

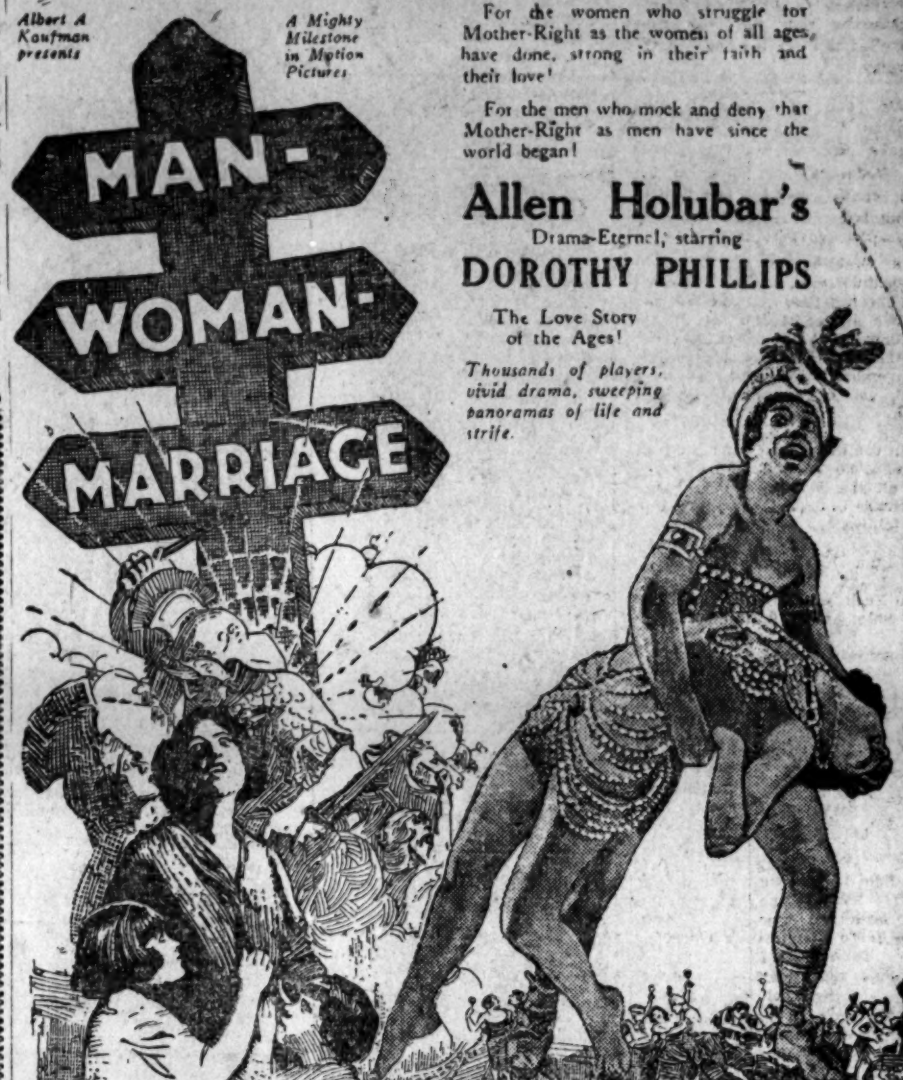
For the women who struggle for
Mother-Right as the women of all ages,
have done, strong in their faith and
their love!

For the men who mock and deny that
Mother-Right as men have since the
world began!

Allen Holubar's
Drama-Epic! starring
DOROTHY PHILLIPS

The Love Story
of the Ages!

Thousands of players,
vivid drama, sweeping
panoramas of life and
strife.



UNFORGETTABLE REELS

9

Barbaric Beauties. Pagan dancers. Thousands of scenes
that thrill and thrill. The Screen's newest marvel-beyond
comparison with anything that has gone before.



ST. GEORGE'S

Has Planned a Novelty
Time For You

For Easter night, St. George's is planning to introduce
you to a new sort of really, truly good time—Egg Rolling!
Two minutes before midnight, the Orchestra will play for
you to dance.

The Witching Hour Arrives

The music stops, there is a hush. Then—ceremony, pomp,
a procession of expectancy. Fifty colored Eggs (hard boiled)
are brought and rolled upon the floor.

The White Egg

Three Only of the Fifty Eggs are perfectly white. They are
marked "St. George's".

The Lady (or Gentleman) who captures the White Egg
wins a prize—The first prize.

A Beautiful Chocolate Easter Egg such as you have seen
at the Shops And, Besides, there are two others

And—at each table a little nest with four Eggs.

Will you win the prize?

And the Fun!

You're Always Happy at

ST. GEORGE'S CAFE

YIH AH PAO, Proprietor,

W. 802

BOB AKEO, Manager

McTyeire News Notes

On last Sunday, April 3, our two delegates to the World Student Christian Conference, Misses Zao Ming-jok and Zee De-tung started on their journey to Peking with the rest of the Shanghai student delegates. The day was just fine, very bright and warm. We are sure that our delegates must have enjoyed their sightseeing very much as they travelled through the heart of the country.

Mr. and Mrs. Graham, the cousins of our teacher, Miss Clarke, came to visit the school on Wednesday. Mr. Graham led our chapel service and talked about his work in the North. At the close of the service, he and Mrs. Graham sang a number of beautiful pieces, but the one which got the heartiest applause was the United States Marine Song. On Wednesday evening, Mrs. Sheldon, mother of Mrs. Dyson of Soochow University, who spent the week with us, led the devotional service.

In the evening of April sixth at seven o'clock a concert was given by all the music pupils of Miss Gertrude Chur. The program was as follows:

- 1.—Duet: Hungarian Concert
Falka Alfaldi
- 2.—Solo: Spring Song Mendelssohn
Yao Foh Me
- 3.—Solo: Valse Negronne
Schuette
- 4.—Solo: Dance On The Lawn
Wong Wei Yen
- 5.—Solo: Asbutus Waltz
Kulliah
- 6.—Solo: Hungarian Dance
Chang Zoon Zung
- 7.—Solo: Album Leaf
Jedesson
- 8.—Garden of Roses
Wong Yoh E
- 9.—Garden of Roses
Ritter
- 10.—Garden of Roses
Han Be Tung and Wong Wei Yen
- 11.—Solo: Ba Carole
Jensen
- 12.—Solo: Waltz
Mo Yoh Me
- 13.—Solo: Allegro op 26 No. 1
Wu Tsz Kyun
- 14.—Solo: Allegro op 26 No. 1
Schumann
- 15.—Solo: Warblings of Eve
Man Yoh E
- 16.—Solo: The Maiden's Prayer
Richardson
- 17.—Solo: The Maiden's Prayer
Koo Kuo Yung
- 18.—Duet: La Capricieuse
Egging
- 19.—Solo: Cinderella
Williams
- 20.—Solo: Noddy
Engelmann
- 21.—Solo: Second Mazurka
Liu Sh Pao
- 22.—Solo: Second Mazurka
Gadard
- 23.—Solo: The Maiden's Prayer
Den Miao Kung
- 24.—Solo: The Maiden's Prayer
Badarzewski
- 25.—Solo: Amusements
D'orse
- 26.—Solo: Amusements
D'orse
- 27.—Solo: Amusements
D'orse
- 28.—Solo: Amusements
D'orse
- 29.—Solo: Amusements
D'orse
- 30.—Solo: Amusements
D'orse

Once in every two weeks the school has its Wightman Literary Society meeting. On Friday the following program was carried out:

Music Miss Sung Sh Tsung
Reading "Mr. Brown Has His Hat Cut"
Miss Tau Tsung Ling
Reading "Busy" Miss How
Lu Tuh
Music Miss Wang Li Faung

TOWN HALL
THURSDAY, APRIL 20TH
and
SATURDAY, APRIL 22ND
at 9.15 p.m.

The great violinist
EFREM ZIMBALIST
will give
Two Grand Concerts

At the Piano
Gregory Ashman

Booking now open at
MOUTRIE & CO., LTD.
Direction: A. STROK.
Prices \$6. 4. 3.

Reading—"The Little Hatchet Story"
Miss Zien Fong Kuh
Reading—"Lady Clare"—Miss
Sze Wei Tsung
Music—Miss How Lu Ma
Reading—"Old Mother Goose"
Miss Hala Zok Tsung

Misses Clarke, Den and Loh, delegates to the Missionary Conference at Wushih, left on Friday morning to be gone until Monday.

The school will have Easter holiday beginning Friday morning, the 14th and lasting until Tuesday, the 19th. Many students and teachers are planning to be out of town for the holiday.

Romanoffs' Art Treasures Restored

(Rosta News Agency)
Moscow, April 3.—The director of the Petrograd Hermitage, Mr. Trainitsky, visiting Moscow, has told an interviewer of the present progress of Petrograd art establishments. Within six weeks of its re-occupation the Hermitage successfully replenished its pictures. At the same time it thoroughly overhauled its applied art department. The Hermitage has published two illustrated guides. The antique sculpture and oriental classic departments have been re-opened under a new arrangement.

A great exhibition has been organized at the Winter Palace showing the Hermitage and other valuable art collections hidden away from the public before the revolution in private galleries.

Sailed from Shanghai

- FOR SAN FRANCISCO**
Korea Maru Mar. 4
Sylvan Arrow Mar. 10
Shinyo Maru Mar. 11
Stockton Mar. 19
Empire State Mar. 29
Nile Apr. 7
- FOR LOS ANGELES**
Apus Mar. 4
- FOR PORTLAND**
Las Vegas Mar. 3
Hanna Nielsen Mar. 9
Montague Mar. 10
Bearport Mar. 10
Hektor Mar. 11
- FOR VANCOUVER**
Emp. of Japan Mar. 11
Can. Winner Mar. 20
Emp. of Asia Mar. 25
Harold Dollar Mar. 26
- FOR PUGET SOUND**
Wm. Dollar Mar. 26
- FOR SEATTLE**
Kinkasan Maru Mar. 6
Silver State Mar. 12
Pine Tree State Mar. 28
- FOR TACOMA**
Hawaii Maru Mar. 15
- FOR PORT TOWNSEND**
Steel Scientist Mar. 9
- FOR NEW YORK**
Celtic Prince Mar. 6



Once in every two weeks the school has its Wightman Literary Society meeting. On Friday the following program was carried out:

Music Miss Sung Sh Tsung
Reading "Mr. Brown Has His Hat Cut"
Miss Tau Tsung Ling
Reading "Busy" Miss How
Lu Tuh
Music Miss Wang Li Faung

- FOR HAMBURG**
Glenade Mar. 14
Kabinga Mar. 15
City of Simla Mar. 22
Havelland Mar. 23
Glenamoy Apr. 2
Glenara Apr. 3
- FOR MARSEILLES**
Armand Behle Mar. 3
Meinam Mar. 15
Andre Lebon Mar. 18
Formosa Mar. 22
Amboise Apr. 3
C. M. Mailhol Apr. 4
- FOR COPENHAGEN**
Africa Mar. 25
- FOR NEW CASTLE**
Forkenskjold Mar. 11
- FOR BOMBAY**
Sicilia Apr. 1
- FOR CALCUTTA**
Gregory Apcar Mar. 17
Torilla Mar. 26
- FOR LIVERPOOL**
Telemachus Mar. 21
Pelens Apr. 6
- FOR AMSTERDAM**
Aldabi Mar. 8

VICTORIA THEATRE
TONIGHT! TONIGHT!
D. W. GRIFFITH
PRESENTS
LILLIAN GISH
in
"TRUE HEART SUSIE"
A STORY OF A PLAIN GIRL
BEAUTIFUL PASTORAL ROMANCE
EXERTING INTENSE HEART
APPEAL
Does Man or Woman Do the Wooing?
Is there anything more brutal than the treatment
civilization gives to womanhood?
Lillian Gish as Susie, Robert Harron as the boy she
loved and Clarence Seymour as the erring wife make an-
other
D. W. GRIFFITH
masterpiece in this tale of simple love
Matinee Today, April 9th
"TRUE HEART SUSIE"
and Two New Episodes of "THE GREY SEAL"

GAIETY HALL
105 North Szechuen Road,
150 yards from Range Road.
To-night! To-night!
**Grand Change
of Programme**
NEW ACTS NEW FILMS
TEAD ANCE
To-day at 4.30 to p.m. and Sunday

AT THE
OLYMPIC THEATRE
Tonight! Tonight!
A Mighty Milestone in Motion Pictures
Allen Holubar's
Drama Eternal, Starring
DOROTHY PHILLIPS
The Love Story of all Ages
Thousands of players, vivid drama, sweeping
panoramas of life and strife.
UNFORGETTABLE REELS
9 Barbaric Beauties. Pagan dancers. Thousands of scenes
that thrill and thrill. The Screen's newest marvel-beyond
comparison with anything that has gone before.
ADMISSION PRICES: \$3.00, \$2.00, \$1.50 and \$1.00
Booking at Messrs. S. Moutrie & Co., Ltd.
MATINEE ON SUNDAY **"THE REVENGE OF TARZAN"** 6 Parts Thrilling
Drama of the Jungle

OLYMPIC THEATRE
Features to be exhibited during the Week
From April 10th to 16th
Showing on Monday and Tuesday April 10th and 11th
ADOLPH ZUKOR
Presents
Marguerite Clark
in
"Three Men and a Girl"
Adapted from the play, "The Three Bears"
By Edward Childs Carpenter
On Wednesday and Thursday, April 12th and 13th
JESSE L. LASKY
Presents
Ethel Clayton
in
"Vicky Van"
She's Not My Daughter She's My Wife!!
Awful fix to be in—mistake a man's wife for his
daughter and then make love to her right under his
nose.
A real story-love-mystery with
ETHEL CLAYTON
IN THE LEADING ROLE
On Saturday and Sunday, April 15th and 16th
THOMAS H. INCE
Presents
WILLIAM S. HART
in
"Square Deal Sanderson"
Matinee on Saturday, April 15th at 3.15 p.m. Showing
"VICKY VAN"
and Two New Episodes of "THE GREY SEAL"
Matinee on Sunday, April 16th Showing
"SQUARE DEAL SANDERSON"

VICTORIA THEATRE
Features to be exhibited during the week from
APRIL 10th to 16th
Showing on Monday and Tuesday, April 10th and 11th
JESSE L. LASKY
Presents
WALLACE REID
in
"THE LOVE BURGLAR"
TO RESCUE HER a wealthy thief of time becomes
a thief in reality as the only means to steal the heart of
the girl that he loves. It's great! Come!
On Wednesday and Thursday, April 12th and 13th
ADOLPH ZUKOR
Presents
Marguerite Clark
in
"Come Out of the Kitchen"
On Saturday and Sunday, April 15th and 16th
THOS. H. INCE
Presents
CHARLES RAY
in
"THE BUSHY"
You see a washout had stopped the limited, and the
Blue Sox had climbed out at Brownville to stretch their
legs and 'kid' a bushy baseball game.
But when Manager Steve Brady saw Ben Harding
(Charles Ray) pitch . . . it was the big league
for Ben.
What followed? Some story. The hit of the season.
Matinee on Saturday, April 15th at 4 p.m. Showing
MARGUERITE CLARK in
"COME OUT OF THE KITCHEN"
Matinee on Sunday, April 16th
CHARLES RAY in **"THE BUSHY"**
and Two New Episodes of "THE GREY SEAL"

AT THE
APOLLO THEATRE
MONDAY, TUESDAY AND WEDNESDAY, APRIL
10th, 11th and 12th
Realart Pictures Corp.
presents
FAIREST OF GHOSTS
MARY MILES MINTER
in
A great play splendidly produced
"ALL SOULS' EVE"
6 Parts 6 Parts
Adapted from the play by
ANNE CRAWFORD FLEXNER
IT IS NO IDLE CLAIM WHEN WE SAY THAT IT IS
ONE OF THE BEST OF MARY'S PICTURES.
IT'S BORNE OUT BY FACTS. A GRIPPING TENDER,
DRAMATIC PRESENTATION OF A BEAUTIFUL
LEGEND IS ONE OF THE BIG OUTSTANDING
TRIUMPHS.
Is death the end of the great adventure called life?
The body grows cold and returns to the elements from
which it sprang, but the spirit that spoke through tender
eyes and loving words, who knows that it does not still
abide near those it loves, seeking to comfort and aid
them? The spirit of a beautiful Alice Heath enters the
soul of the little Irish nurse, and husband and child are
comforted by that gentle presence they thought they had
lost forever.
BE SURE YOU'LL SEE A VERY EMOTIONAL DRAMA
Booking at Robinson's
THURSDAY, FRIDAY, SATURDAY & SUNDAY
April 13th, 15th & 16th
(14th April Good Friday No Picture Show)
GEO. DAVIS
presents
"The Heart of the North"
AN AWE-INSPIRING DRAMA OF THE GREAT NORTH-
WEST WHERE MEN DIE FOR THE WOMEN THEY
LOVE
FEATURING
ROY STEWART
IN A DUAL ROLE, ASSISTED BY A BEAUTIFUL STAR

LOUISE LOVELY
A MASTERPIECE OF THE FAR NORTH, RE-
SPLENDENT WITH NATURAL SCENERY AND ONE
OF THE MOST VIVID AND COMPELLING ROMANCES
EVER FILMED.
A PHOTOPLAY CRAMMED WITH EXCITING ACTION,
ROMANCE AND STRONG SUSPENSE. IN EVERY
SITUATION A REAL THRILL.
YOU WILL BE MYSTIFIED UNTIL THE FINAL SCENE.
Booking at Robinson's
MATINEE TO-DAY at 3 p.m.
"When We Were Twenty-one"
A play for those who are twenty-one years old, or young.
"THE FLAMING DISK" Episodes 13th and 14th.
TO-NIGHT at 9.15 p.m.
For the last time
GERALDINE FARRAR
with a powerful supporting cast in
"THE RIDDLE: WOMAN"
7 Parts from 7 Parts
BERTHA KALISH'S great stage success
The sensational story of a woman's life.

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Kiangyung, Capt. Smith, will leave on Sunday, April 9, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s Steamer, Katong, Captain J. Meathrel, will leave from the French Bund on Monday, April 10, at about 12 o'clock midnight. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, French Bund, Tel. C. No. 4881, Private Branch Exchange to All Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckow, 3,770 Tons, Capt. Dawson, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, April 11, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Tel. C. 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The Str. Kiangyung, Capt. Cornfield, will leave on Monday, April 10, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckow, 3,770 Tons, Capt. Dawson, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, April 11, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone C. 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckow, 3,770 Tons, Capt. Dawson, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, April 11, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone C. 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckow, 3,770 Tons, Capt. Dawson, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, April 11, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone C. 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckow, 3,770 Tons, Capt. Dawson, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, April 11, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone C. 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckow, 3,770 Tons, Capt. Dawson, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, April 11, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone C. 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckow, 3,770 Tons, Capt. Dawson, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, April 11, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone C. 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckow, 3,770 Tons, Capt. Dawson, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, April 11, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone C. 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckow, 3,770 Tons, Capt. Dawson, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, April 11, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone C. 241. Extension to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Tuckow, 3,770 Tons, Capt. Dawson, will sail for the above-mentioned ports from Old Ningpo Wharf on Tuesday, April 11, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers, Telephone C. 241. Extension to Freight and Passenger Departments.

For Southern Ports

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Yungchow, Captain Mathias, will leave on Sunday, April 9, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Telephone Central No. 4881, Private Branch Exchange to All Departments.

HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Yungchow, Captain Mathias, will leave from the French Bund on Sunday, April 9, at 9 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Telephone Central No. 4881, Private Branch Exchange to All Departments.

MANILA & HONGKONG.—The Canadian Pacific Steamships Ltd., s.s. Empress of Russia will leave Woonung on Sunday, April 9, for Passage, apply to A. H. Tessler, Palace Hotel Building, 19a Bund, Phone C. 182. For Freight, apply to N. LEES SMITH, corner of Peking and Yuen Ming Yuen Roads, Phone C. 181.

FOOCHOW.—The Str. Hsin-chi, Captain Davis, will leave on Sunday morning, April 9, for Freight or Passage, apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s Steamer Hsin Peking, Captain J. Oudney, will leave from the French Bund on Monday, April 10, at 4:30 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, French Bund, Tel. C. No. 4881, Private Branch Exchange to All Departments.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Sinking, Captain C. W. Puckett, will leave from the French Bund on Tuesday, April 11, at 10 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, French Bund, Tel. C. No. 4881, Private Branch Exchange to All Departments.

NINGPO.—The Steamer Hsin Kiang, Captain Taylor, will leave on Tuesday, April 11, at 4:30 p.m. For Freight or Passage, apply to C.M.S.N. Co.

HONGKONG & CANTON.—The Str. Kwanglee, Capt. Crawford, will leave on Tuesday morning, April 11, for Freight or Passage, apply to C.M.S.N. Co.

WENCHOW.—The Steamer Kwangchi, Captain Newbery, will leave on Tuesday morning, April 11, for Freight or Passage, apply to C.M.S.N. Co.

AMOI, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Szechuen, Captain Gibbs, will leave from the French Bund on Thursday, April 13, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, French Bund, Tel. C. No. 4881, Private Branch Exchange to All Departments.

SWATOW, HONGKONG AND CANTON.—The China Navigation Co.'s Steamer Shantung, Captain R. Roberts, will leave from the French Bund on Saturday, April 15, at 1 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, French Bund, Telephone Central No. 4881, Private Branch Exchange to All Departments.

For Northern Ports

TIENSIN DIRECT.—The Str. Hsinning, Captain Wallace, will leave on Sunday morning, April 9, for Freight or Passage, apply to C.M.S.N. Co.

CHEFOO & NEWCHWANG.—The Str. Kungping, Capt. Hansen, will leave on Sunday morning, April 9, for Freight or Passage, apply to C.M.S.N. Co.

VLADIVOSTOK DIRECT.—The Russian Steamer Tungus, Captain Krachmaler, will be despatched for the above port on Tuesday, April 11. The tender conveying passenger and baggage will leave the Customs Jetty at 6 p.m. For Freight or Passage, apply to S. Helmann & Co., 19a Canton Road, Tel. C. 1604.

Information For Mariners

SUNDAY, APRIL 9, 1922

High Water at Woonung Bar
(The morning tides are higher than the evening tides, they are about equal at noon and midnight).
Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/4 h.

High Water at Tungshe Lightship
(The morning tides are higher than the evening tides).
Approximate rise, 5 h; approximate fall, 7 h.

Time Ranges
10h. 20m. 7ft. 3in. 10h. 45m. 5ft. 3in.

Time of Moonrise, Moonset, Sunrise, Sunset
A.M. P.M.
H. M. H. M.
8 57 9 29

Time of Moonrise, Moonset, Sunrise, Sunset
Moon Sets Rises Sun Daylight Dark
3.48 p.m. 3.3 a.m. 5h. 40m. 6h. 23m. 4h. 55m. 7h. 5m.

Mean Barometric Pressure at Shanghai.
For April 30.00 in.
762.0 mm.

Meteorological Reports

April 9, 1922.
Sun rises today at 5.40
Sun sets today at 18.22
(inches)
Barometer (variation for 24 hrs.
at 82° F. (variation for 12 hrs.
Wind—direction FNE E ENE
Wind—miles per hour 21.1 11.2 8.7 13.7
Temperature (Fahr.) 60° 51° 49° 50°
Humidity % 60 76 78 70
Nebulosity (0 to 10) 9 10 10 10
Barometer (mean 4 obs.) — 0.01 — 0.004
SICCOWEI ABRIDGED REPORT
April 7. Mean 1922 Variation same period
Rainfall (inches) 30.19 10.08 30.04
Temperature (Min. 40° 3) 54° 4 10° 6 53° 4
(Fahr.) (Max. 68° 6)
Total rainfall, since Jan. 1 to
midnight before last (inches) 8.62 0.01 8.54

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Str. Ningpo, Capt. McEachran, will leave on Tuesday, April 11, at 11 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Telephone Central No. 4881, Private Branch Exchange to All Departments.

NEWCHWANG.—The China Navigation Co.'s Str. Chinkiang, Capt. B. A. Thomson, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

TSINGTAO.—The China Navigation Company's Steamer Sunning, Captain Wavall, will leave from the Watum Wharf on Saturday, April 15, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, French Bund, Tel. C. No. 4881, Private Branch Exchange to All Departments.

VLADIVOSTOK DIRECT.—The s.s. Agnes Dollar will be despatched from Shanghai on Wednesday, April 12. The tender conveying mail will leave the French Mail Jetty on Wednesday at 11 a.m. For Freight or Passage, apply to L. V. Lang, No. 8 French Bund. (Tel. Nos. Central 3060 and 3059).

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

WEIHAIWEI, CHEFOO AND TIENSIN.—The China Navigation Co.'s Steamer Chusan, Captain R. Lewis, will leave on Friday, April 14, at noon. For Freight or Passage, apply to BUTTERFIELD & SWIRE, (JOHN SWIRE & SONS, LTD.), Agents, Tel. C. No. 4881, Private Branch Exchange to All Departments.

C. N. C. CHINA NAVIGATION CO., LTD.

YANGTSE RIVER & CHINA COAST PORTS.

FAST SCHEDULE SERVICES.

FOR CHINGANG, NANKING, WUHU, KIUKIANG & HANKOW
S.S. "TATUNG" sails April 10th, midnight.
S.S. "CHUNGKING" sails April 11th, midnight.
S.S. "WUOSUNG" sails April 12th, midnight.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO AND TIENSIN.
S.S. "NINGPO" sails April 11th, at 11 a.m.
S.S. "CHUSAN" sails April 14th, at noon.

FOR HONGKONG AND CANTON via SWATOW AND AMOI
S.S. "HUNAN" sails April 9th, at 9 a.m.
S.S. "YINGCHOW" sails April 9th, at 9 a.m.
S.S. "SINKIANG" sails April 11th, at 10 a.m.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR NINGPO.
S.S. "HSIN PEKING" sails at 4:30 p.m. every Monday, Wednesday and Friday.

The above steamers have Electric Light throughout and are fitted with electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "The Talkoo Shipping Gazette" or apply to

Telephone Central No. 4881. BUTTERFIELD & SWIRE, (John Swire & Sons, Ltd.) Agents, French Bund.

Private Branch Exchange to all Departments.



EMPRESS OF RUSSIA

Sails for Hongkong via Manila Sunday, April 9. Tender: ALEXANDRA with outgoing passengers and all baggage leaves Customs Petty at 2:30 p.m.

Largest Steamers on the Pacific
LARGEST STEAMERS BETWEEN CANADA AND EUROPE.

Steamer	Sail	Arrive	Connecting	Leave	Arrive
E. Russia	Apr. 22 May 3	E. France	May 16 May 23		
Monteagle	Apr. 28 May 13	E. Britain	May 26		
E. Japan	May 7 May 25	Monteagle	June 2		
E. Asia	May 20 June 5	E. France	June 13 June 20		
E. Canada	June 2 June 19	E. Scotland	June 27 July 4		
E. Russia	June 17 July 3	E. France	July 11 July 18		
Monteagle	June 30 July 20	E. Scotland	July 25 Aug. 1		
E. Australia	July 1 July 17	E. Scotland	July 25 Aug. 1		
E. Japan	July 9 July 27	Monteagle	Aug. 4		
E. Asia	July 15 July 31	E. France	Aug. 8 Aug. 15		
E. Canada	July 29 Aug. 14	E. Scotland	Aug. 22 Aug. 29		
E. Russia	Aug. 12 Aug. 28	E. France	Sept. 5 Sept. 12		
E. Australia	Aug. 26 Sept. 11	E. Scotland	Sept. 19 Sept. 26		
E. Asia	Sept. 9 Sept. 25	E. France	Oct. 3 Oct. 10		

*Winter Season—sails from St. John to Liverpool.

TO HONGKONG VIA MANILA
Empress of Russia April 9
Empress of Asia May 6

SHANGHAI TO HONGKONG DIRECT
Monteagle April 13

Domestic Express Travellers Checks Sold.
Freight Department
Corner Peking and Yuen
Ming Yuen Roads.
Telephone Central 181
Cable Address: "NAUTILUS"

Passenger Department
Palace Hotel Building
19 The Bund.
Telephone Central 182
Cable Address: "GACANPAO"



PACIFIC STEAMSHIP COMPANY

FREIGHT & PASSENGER

TRANS-PACIFIC SERVICE.

"The Short Route"

10 DAYS SHANGHAI TO SEATTLE
Via Kobe, Yokohama and Victoria

S.S.	Leave	Arrive
S.S. "WENATCHEE"	Apr. 9	Apr. 25
S.S. "GRAY STATE"	Apr. 23	May 9
S.S. "KEYSTONE STATE"	May 7	May 23
S.S. "SILVER STATE"	May 21	June 6
S.S. "PINE TREE STATE"	June 4	June 20

SUBSEQUENT SAILINGS EVERY FOURTEEN DAYS

FOR SEATTLE VIA MANILA FREIGHT SERVICE
WHEATLAND MONTANA Apr. 12

FREIGHT AND PASSENGER SERVICE
TO HONGKONG AND MANILA

S.S.	Leave	Shanghai
S.S. "KEYSTONE STATE"	Apr. 20	
S.S. "SILVER STATE"	May 4	
S.S. "PINE TREE STATE"	May 18	
S.S. "WENATCHEE"	June 1	
S.S. "GRAY STATE"	June 15	

SUBSEQUENT SAILINGS EVERY FOURTEEN DAYS

Through tickets and bills of lading issued to all points in America and Europe.

THE ADMIRAL LINE
Managing Agents U. S. Shipping Board.

CORNER NANKING AND KIANGSE ROADS
Tel. C. 5971-5972-5973. Tel. Address "Admiral"

ANYWHERE ON THE PACIFIC

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday

PACIFIC MAIL S.S. CO.

AMERICAN STEAMERS TRANS-PACIFIC SERVICE

PASSENGER AND FREIGHT.

FOR SAN FRANCISCO via KOBE, YOKOHAMA and HONOLULU.

S.S. HOOSIER STATE Apr. 15 June 24
S.S. GOLDEN STATE May 6 July 18
S.S. EMPIRE STATE May 30 Aug. 11

FOR HONGKONG via MANILA.

S.S. GOLDEN STATE Apr. 16 June 30
S.S. EMPIRE STATE May 11 July 24
S.S. HOOSIER STATE June 4 Aug. 11

Stay of steamers in Manila 3 days, in Hongkong 6 to 8 days.

Through tickets and Bills of Lading issued to all points in United States, Mexico, Central America, South America and Cuba.

PACIFIC MAIL STEAMSHIP COMPANY

Managing Agents U. S. Shipping Board

1 B. Nanking Road
Palace Hotel Building. Telephone: C. 5056 and 5057.
Cable Address: SOLANO.

T. K. K. TOYO KISEN KAISHA

(ORIENTAL STEAMSHIP CO.)

Imperial Japanese and U.S.M. Line to San Francisco from Shanghai

via Nagasaki, Dairen, Kobe, Yokohama and Honolulu.

ALONG THE PATHWAY OF THE SUN.

PROPOSED SAILINGS FROM SHANGHAI

FOR SAN FRANCISCO

S.S. "TAIYO MARU" via Nagasaki April 9
S.S. "SIBERIA MARU" via Dairen April 27
S.S. "TENYO MARU" via Nagasaki May 16
S.S. "KOREA MARU" via Nagasaki May 27
S.S. "SHINYO MARU" via Nagasaki June 2
S.S. "TAIYO MARU" via Nagasaki June 25

FOR HONGKONG

S.S. "SIBERIA MARU" direct April 7
S.S. "TENYO MARU" direct April 20
S.S. "KOREA MARU" direct April 27
S.S. "SHINYO MARU" direct May 9
S.S. "TAIYO MARU" direct June 6

Through Bills of Lading issued to all Principal Overland Points in United States, Canada and Mexico by rail; and to Atlantic Coast Ports of the United States by connecting steamers; of Panama; also to South America.

Regular sailings from Hongkong and Yokohama, via Hawaii, to West Coast Ports of South America.

Excellent passenger accommodation on all steamers. Tickets issued under liberal privileges.

For information regarding Passenger Fares, Freight Rates, etc., apply to

S. KINNO, Acting Manager, No. 71 Szechuen Road, Shanghai.

Tel. Nos. Central 3229 and 3230.

STRUTHERS & BARRY

MANAGING AGENTS U. S. SHIPPING BOARD

GENERAL SHIPPING NEWS

N. Y. K. LINE

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE
 Atsuta Maru April 9
 Kachima Maru April 24
 Hakobe Maru May 4

FOR VICTORIA AND SEATTLE FROM KOBE
 S. S. Shidzuka Maru Apl. 22
 FOR SAN FRANCISCO, NORFOLK, PHILADELPHIA & CANAL
 Calling at Dairen and Japan ports.
 "Mayebashi Maru" Apl. 20

FOR SOUTH AMERICA VIA DURBAN AND CAPE TOWN
 "Kawachi Maru" May

FOR JAPAN
 "Yamato Maru" Apr. 13
 Omi Maru Apr. 14
 Hakubi Maru Apr. 15
 For MANILA & HONGKONG
 Fushimi Maru April 15

FOR HONGKONG DIRECT
 Kaga Maru May. 13

FOR AUSTRALIA, sailing from Hongkong
 S. S. Nikko Maru Apr. 18

For freight, passage and further information apply to
 NIPPON YUSEN KAISHA
 3, North Yangtze Road, Shanghai.

Phones: Passenger Dept., North 1155, and 2729; Freight
 Dept. (Ocean) North 1155 and 167, (Local) North 1154, 1157.
 Tel. Add.: "Yusen, Shanghai."

LUMBERLINE

FREIGHT SERVICES BETWEEN NORTH CHINA PORTS AND
 PORTLAND, OREGON, U.S.A.

SAILINGS:

S.S. "NIELS NIELSEN" April 15, 1922.
 S.S. "LUISIE NIELSEN" April 23, 1922.
 S.S. "UNITA" Early May, 1922.
 S.S. "BRATSBORO" Early May, 1922.

Through Bills of Lading issued to New York, Baltimore,
 Philadelphia, Charleston and Boston in connection with fast inter-
 coastal liners.

Through Bills of Lading issued to Overland points in U. S.
 and Canada.

For information as to freight rates, etc., apply to

The China Import & Export Lumber Co., Ltd.

Shipping Office: 4th Floor, 6 Kiang Road.
 Telephone C. 1464. Telegraphic Address: "Lumberco"



The North China Line

Sailings from Shanghai

For Portland via Chemulpo, Dairen and Taku Bar.
 S.S. "PAWLET" April 15, 1922

For Portland via Taku Bar and Dairen.
 S.S. "EASTERN SAILOR" April 11, 1922

For Manila.
 S.S. "WEST CAYOTE" April 23, 1922

For Portland via Taku Bar and Vladivostok.
 S.S. "WEST KADER" May 2, 1922

For Vladivostok.
 S.S. "WEST KADER" May 2, 1922

Through Bills of Lading issued to Overland points in
 U. S. and Canada.

Through Bills of Lading issued to New York, Balti-
 more, Philadelphia, Charleston and Boston in connection
 with fast inter-coastal liners

For information as to freight rates, etc.,
 apply to

COLUMBIA PACIFIC SHIPPING CO

Managing Agents U. S. Shipping Board.
 Telephone C. 463 No. 6 Kiang Road, Shanghai, (4th Floor)

O. S. K. OSAKA SHOEN KAISHA

Under Mail Contract with Imperial Japanese Government

Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE. For London, Hamburg, Rotterdam, Antwerp
 and Hamburg via Hongkong, Singapore, Colombo and Port Said.
 (Cargo only)

ALTAI MARU 15,000 A. Mori. Apr. 14 Apr. 15

NEW YORK LINE. For San Francisco, Panama and New York
 via Dairen and Japan Ports.
 (Cargo only)

AMUR MARU 15,000 H. Chiba. May 9 May 11

FUJITSU SOUND LINE. For Tacoma, Victoria, Seattle and Vancouver
 via Dairen and Japan Ports.

ARABIA MARU 20,000 K. Komiya. Apr. 12 Apr. 13

FOR HONGKONG VIA MANILA
 ARIZONA MARU 20,000 T. Fuchigami. Apr. 8 Apr. 10

FOR NORTH CHINA PORTS. For Dairen via Tsingtao & Tientsin
 SEIKYO MARU 5,000 N. Kamizawa. Apr. 9 Apr. 12

FOR FORMOSA. For Keelung and Takao via Fochow.
 KOKOKU MARU 5,000 T. Akazawa. Apr. 10 Apr. 11

FOR KOBE & YOKOHAMA. (From Wooming).
 AMAZON MARU 15,000 T. Konishi. Apr. 11 Apr. 13

OSAKA SHOEN KAISHA

N.K.K. Building, 3 Canton Road, Tel. Nos. C. 4335, 4334 and 4336.
 Yangtze Wharf Office. Tel. Nos. East 208 and 212.

Passengers Departed

Per I.C. s.s. Luenho for Nan-
 king: Mr. Sherwood, Misses D.
 Charlton, Schoellkopf, Phillips,
 for Kiang: Mrs. Keogh and
 two children; for Hankow: Mr.
 and Mrs. Robertson; for Ichang:
 Mr. D. J. Keogh.

Per C.M. s.s. Kungping for Che-
 foo: Mr. and Mrs. Loop rd.
 Messrs. A. Einarson, F. E. Hall;
 for Newchwang: Mr. E. Leopold.

Per C.M. s.s. Hsin Kiang for
 Ningpo: Messrs. E. W. Wal-
 lace, T. Y. Whitte.

Per C.M. s.s. Hsinchi for Foo-
 chow: Mr. and Mrs. W. J. Clen-
 nell and daughter, Mr. and Mrs.

Silver, and child, Mr. and Mrs.
 H. S. Parnell.

Per C. N. s.s. Hsin Peking for
 Ningpo: Messrs. H. P. Wadman,
 Maington, Fitch.

Per C. N. s.s. Chekiang for An-
 tung: Mr. C. S. Toll.

Per C. N. s.s. Fengtien for Wei-
 haiwei: Mrs. Niven; for Chefoo:
 Messrs. A. G. Bowerse, Fitch; for

Tientsin: Misses Lilwell, Davis.
 Per P. and O. s.s. Novara for
 London: Mr. and Mrs. T. D. Dwyer

and infant, Mrs. P. D. Evans, Mr.
 and Mrs. D. F. A. Wallace and
 infant, Dr. and Mrs. W. A. Davis

and three children, Mrs. A. Gray,
 Mr. and Mrs. T. Macrath and
 infant, Misses F. I. Fowle, S. M.

Potterton, Mr. and Mrs. J. W.
 Cameron and infant, Miss E. A.
 Belbin, Messrs. Johnston, W. W.

Hughes, A. F. Wheen, A. Lester;

Passengers Departing

Per N.Y.K. s.s. Atsuta Maru for
 London and ports: Mr. and Mrs.
 H. C. Norman, Mr. and Mrs. Par-
 der, Mr. and Mrs. L. C. Romar,

Mr. and Mrs. Joerjensen and two
 children, Mr. and Mrs. G. F. Lan-
 ding, Miss E. Nunn, Miss Fischer,

Mrs. Lestuzzi, Messrs. E. J. Kit-
 Koppelow, C. H. Page.

Per Adl. Line s.s. Wanchow
 for Seattle: Mr. and Mrs. O. B.
 Meyer and two children, Mr. and

Mrs. B. Noking and daughter,
 Miss S. Kvam, Mr. and Mrs. F.
 H. Throop, Masters, H. M. and

F. Throop, Miss L. Throop, Mr.
 and Mrs. T. McDermott, Mr. and

Mrs. W. F. Ridler and daughter,
 Mrs. E. Weer, Mr. and Mrs. E.
 Dumaisse, Rev. E. J. Galvin,

Mr. and Mrs. M. G. Kyle, Miss
 D. Jean Le Messrs. T. R. Chas-
 sels, R. Herberts, W. Snyder, A.

S. Taylor, R. and F. Gutierrez,
 R. A. Arnaud Coste, L. Nani-
 Moschke, Lu Gon-wong, N. Zhing

Lu, Far Leu Lu.

P. & O.

British India (Apcar) and E. & A. S.S. Lines

Future Sailings for	Steamship	Sailing about
Marseilles, London, Antwerp—via Hongkong, Straits, Ceylon and Egypt.	NOVARA KALYAN PLASSY DONGOLA	Apl. 8 Apl. 23 May 6 May 20
Bombay—via Hongkong, Straits and Colombo.	DUNERA SICILIA	Apr. 28 May 3
Calcutta—via Kobe.	JAPAN JANUS	Apr. Apr. 19
Calcutta—from Hongkong via Singapore and Penang.	TORILLA JANUS	Apr. 17 May 6
Sydney and Melbourne—from Hongkong.	ALBANS EASTERN ARAFURA	May 2 May 31 July 6

* P. & O. and B.S.N. Co.'s tickets interchangeable.
 Steamers and Dates liable to be altered or cancelled without notice.
 For particulars regarding Freight or Passage, apply to
 Mackinnon, Mackenzie & Co., Agents, Union Building, 1 Canton Rd.
 General: Central 169
 Passage: Central 2510
 Freight: Central 2069



DOLLAR LINE

REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT
 SERVICE

MANILA—HONGKONG—

SHANGHAI TO AMERICA

SAILING FOR SAN PEDRO, SAN FRANCISCO,
 SEATTLE AND VANCOUVER.

S.S. "BESSIE DOLLAR" April 13

SAILINGS FOR SAN FRANCISCO, SEATTLE AND
 VANCOUVER.

S.S. "GRACE DOLLAR" June

S.S. "HAROLD DOLLAR" July

SAILINGS FOR NEW YORK via HONGKONG, MANILA
 SINGAPORE AND CALCUTTA

S.S. "CATHAY" April 23

S.S. "CELESTIAL" May

S.S. "ROBERT DOLLAR" July

Cargo accepted for local ports of call. Through Bills of
 Lading issued to Points Beyond. Through Railway Bills
 of Lading issued to the Principal Cities of the United
 States and Canada. For further information as to Freight
 Rates, etc. apply to

THE ROBERT DOLLAR COMPANY

ROBERT DOLLAR BUILDING.

3 Canton Road, 7th Floor. Telephone Central Nos. 6372,
 6373 and 6374

BARBER STEAMSHIP LINES, INC.

FOR NEW YORK AND BOSTON VIA PANAMA

S.S. "JADDEN" MAY 5

For rates and particulars apply to

THE BARBER S. S. LINES, INC.

THE ADMIRAL LINE, Agents.

No. 10, 1071, 1072 and 1073

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, APRIL 9, 1922

Date and Destination	Per	Cht.	Dr.	U.S.A.	Reg.
TODAY					
River ports	Train & Str.	11.00			11.00
Hongkong, C'lon, Straits	Train	10.30			10.30
Europe via Suez	Atsuta Maru	10.00			9.50
Japan, Honolulu, Canada	Atsuta Maru	12.30	11.30		12.00
U.S.A. and Europe	Atsuta M.	10.30	10.30		10.00
Hongkong and Canton	Atsuta M.	12.30	11.30		11.00
Manila Direct	Atsuta M.	12.30	11.30		11.00
TOMORROW					
Ningpo	Hsin Peking	15.00			15.00
Dairen	Train	17.00			17.00
Hankow	Train	17.00			17.00
Manila direct	Arizona M.	11.00			10.30
Vladivostok & Siberia	Via P. & H.	17.00			17.00
River ports	Train & Str.	11.00			11.00
Foochow	Chowchow	21.00			21.00
Wenchow	Kwangchi	21.00			21.00
Tuesday, April 11					
Dairen	Chobai M.	12.30			12.00
Hankow	Hankow	8.30			8.00
Hongkong and Canton	Chowchow	10.30			10.00
Swatow & Hongkong	Chowchow	10.30			10.00
Vladivostok & Siberia	Chowchow	10.30			10.00
Swatow & Hongkong	Chowchow	10.30			10.00
Wednesday, April 12					
Japan, Canada, U.S.A. & Europe	Arabia M.	15.00			14.30
Japan Ports	Arabia M.	15.00			14.30
Thursday, April 13					
Amoy, Hongkong & C'lon	Szechuen	10.30			10.00
Amoy and Hongkong	Szechuen	10.30			10.00
H'kong, C'lon, Straits, Europe via Suez	Cordillere	17.30			17.00
H'kong, S. Straits, Straits, Ceylon, India & Europe	Cordillere	17.30			17.00
Japan Ports	Omi Maru	19.00			18.30
Hongkong and Canton	Omi Maru	7.30			7.00
Swatow, C'lon and T'ien	Omi Maru	17.00			16.30
Japan Ports	Omi Maru	17.00			16.30
Friday, April 14					
W'wai, C'lon and T'ien	Chusai	10.30	10.30		10.00
Saturday, April 15					
Manila direct	G. State	17.00			16.30
Japan, H'kong, Canada, U. S.A. & Europe	H. State	18.00			17.30
Japan, Honolulu, Canada, U.S.A. & Europe	do	18.00			17.30

A Time fixed provisionally.

B Registered matters at 5 p.m. on previous day.

C Registered matters at 6 p.m. on previous day.

D Registered and Parcels at 5 p.m. on previous day.

†Specially marked correspondence only.

M Messageries Maritimes M

SERVICES CONTRACTUELS.

MAIL STEAMERS.

Next sailings	Probable date of arrival at Shanghai	Probable date of sailing from Shanghai
CORDILLERE	14th April, 1922	14th April, 1922
AMAZONE	29th April, 1922	29th April, 1922
PORTHOS	10th March	15th April
ANGKOR	24th March	1st May
ANGERS	7th April	15th May
AZAY LE RIDEAU	21st April	29th May

LIGNES COMMERCIALES (Cargo Boats)

"COMMANDANT MAGES" expected Shanghai 2nd part April, 1922.
 "COMMANDANT DORISE" expected Shanghai first part of May 1922
 Steamers and dates subject to alteration without notice.
 Tel. 3260 Shipping Department. Tel. 987 Passenger Department.

Office: 9 French Bund.

CONSIGNATION. TRANSIT. REPRESENTATION.

Yangtze Gorges

The most spectacular inland water trip in the
 World. Particularly delightful at this season
 of the year

The Robert Dollar Company

Operates

Two fast Luxurious Freight and Passenger Steamers
 between Ichang and Chungking.

S.S. "Robert Dollar II"

Now Maintaining her regular schedule.

S.S. "Alice Dollar"

Date of sailing to be published later.

All Modern Comforts Excellent Cuisine

Through Passenger tickets may be booked at
 the office of the

Robert Dollar Company

Hankow
 Shanghai Tientsin and Peking

American Express Company

Shanghai Tientsin Peking.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agent
Apr. 9	2.30	San Francisco	Taiyo Maru	Jap.	T. K. K.
Apr. 9	7.00	Seattle	Taiyo Maru	Jap.	T. K. K.
Apr. 11	—	Portland	Hesse Dollar	Am.	O. P. S. Co.
Apr. 13	—	Vancouver	Hesse Dollar	Am.	O. P. S. Co.
Apr. 13	—	Tacoma	Arabia Maru	Jap.	T. K. K.
Apr. 14	—	Portland	Arabia Maru	Jap.	T. K. K.
Apr. 15	—	San Francisco	Arabia Maru	Jap.	T. K. K.
Apr. 15	—	New York via Suez	Arabia Maru	Jap.	T. K. K.
Apr. 17	—	Portland	Arabia Maru	Jap.	T. K. K.
Apr. 17	—	New York via Suez	Arabia Maru	Jap.	T. K. K.
Apr. 20	—	San Francisco	Arabia Maru	Jap.	T. K. K.
Apr. 22	—	Vancouver	Arabia Maru	Jap.	T. K. K.
Apr. 23	—	Seattle	Arabia Maru	Jap.	T. K. K.
Apr. 23	—	Portland	Arabia Maru	Jap.	T. K. K.
Apr. 23	—	New York via Suez	Arabia Maru	Jap.	T. K. K.
Apr. 25	—	San Francisco	Arabia Maru	Jap.	T. K. K.
Apr. 27	—	Portland	Arabia Maru	Jap.	T. K. K.
May 2	—	New York via Suez	Arabia Maru	Jap.	T. K. K.
May 5	—	New York	Arabia Maru	Jap.	T. K. K.
May 6	—	San Francisco	Arabia Maru	Jap.	T. K. K.
May 7	—	Seattle	Arabia Maru	Jap.	T. K. K.
May 10	—	San Francisco	Arabia Maru	Jap.	T. K. K.
May 11	—	New York	Arabia Maru	Jap.	T. K. K.
May 15	—	New York via Suez	Arabia Maru	Jap.	T.

AUCTION SALES

ESTABLISHED 1874
AL ABC Bldg. & Bldg.
L. MOORE & CO.
LIMITED
Auctioneers, Valuers, Land Brokers
45 Kiangse Road, Shanghai

Phone: Auction Dept. C. 15.
Fire Loss Adjusting Dept. C. 5123

NEXT AUCTIONS

Monday next April 10th at 2.30 p.m.
Favoured with Instructions
from Messrs. Nippon Yusen Kaisha
Will sell at their Mail Wharf Godown No. 9 Fearon Road.

UNCLAIMED GARGO

Cigarettes, Iron ware, Enamelled ware, Electric wire, Glass ware, Lined oil, Toilet powder, Clothing, Toys, Rubber hot water bags, Fire extinguisher and sundries.

WINE AUCTION

Front Salesroom

On Tuesday next April 11th commencing at 10 a.m.
Due de Monaco, Paul Dubois, Veuve Montreux, Clapot Fils, and Starus Freres Champagne, Old Rich Port Wine, Sherry, White Chianti Wine

Wednesday 12th April commencing at 10 a.m. In Front Salesroom.
EXCELLENT HOUSEHOLD FURNITURE & OFFICE EFFECTS

Including:
LARGE MIRROR BACK SIDEBOARD, SUITE OF TEAK FRAME TAPESTRY COVERED DRAWING ROOM FURNITURE, Oak book case, tapestry covered Couch & arm chair, TEAKWOOD SINGLE BED WITH HAIR & SPRING MATTRESS, BRASS DOUBLE BED, black stained round table, 1 white enamel dressing mirror, GILT FRAME PIER GLASS, Rattanware, ELECTRIC TABLE & CEILING FANS, Japanese screen, PORCELAIN WASH BASINS, "SINGER" hand sewing machine, Bookshelves, PERAMBULATOR, LARGE ROCKING HORSE, GO-CART, Chinese Porcelain Curios, Brassware, Crockeryware, 1 "Lambert" Typewriter, ROLL TOP DESK Flat top desks, desk chairs, Copying Press, Book case, FILING CABINET.

And a long list of Sundries.

RED LEATHER COVERED ARM CHAIR.
GOLD AND SILVER LADY'S WRIST WATCHES.
NEW BINOCULARS. NEW FELT HATS.
LARGE AMERICAN MADE COMBINATION SAFE.
MEDIUM SIZE SAFE WITH KEY.
On view Tuesday.

IN GODOWN

SUNDY GOODS AUCTION ARE HELD IN OUR GODOWN IN REAR EVERY WEDNESDAY

Goods sent to-day may be included in the sale.

On Wednesday, April 12th, at 2.30 p.m.

1 Complete "Crescent" Hog Casing Machine, 1 Barrel Aniline Dye (Magenta Crystal) 1 Case Face Powder 1 Case "Yakama" Perfume Water 3 Cases Libby's Evaporated Cream, 1 W. C. Motor & Starter, 9 Cases Healing Oil, 2 Cases Pazo Ointment, 2 Cases Laxative Bromo Quinine Tablets, 1 Case Disinfecting Fluid, 1 Case Mirror, 15 Glass cutters, 1 box with moulding samples, Tyros, Inner tubes, bamboo long beds, bacons, and a long line of sundry kerosene stoves, belts, purses, Mugs, silver threads, gold powder, gold enamel, ornaments, spittoons, wash basin, braids, colors, enameled plates, buttons combs, empty bottles etc., etc., etc.

also

75 Cases Milk and 25 Cases Milk Food (Bebe Brand)

Now on view.

L. MOORE & CO., LTD.
No. 45 Kiangse Road.

W. FUNDER & CO.

AUCTIONEERS, REAL ESTATE AGENTS, VALUERS, and APPRAISERS.

Favoured with instruction from Messrs. Burkhart, Amidant & Co., the Mortgagees in possession of the properties of the Hsin Nih New World Co. (The Mortgagees) will sell at its offices

No. 49 Kiangse Road

The Amusement Halls of the said Hsin Nih New World Co. together with all its properties consisting of residue of leases, buildings, furniture, fixtures and effects in one block as a going concern.

The particulars of the said properties, the date and the conditions of sale will be published later.

International Employment Agency,
Motor Car Protection and Enquiry Bureau
NOTICE

We are in a position to supply Office Clerks, Comptrollers, Shroffs, Boys, and Coolies, House-Boys, Coolies, Amahs, and Cooks. SHIPS' Stewards, Firemen, Oilers, and Sailors, on very short notice and favorable terms.

Write, phone or wire to.

THE I. E. A. M. C. P. & I. B.
123 Szechuen Road, Shanghai.
'PHONE Central 5099.

Manufacturers and hold large stocks.
Paragon dixie GRASS RUGS

"EVERLASTING WEAR"
Latest designs and colouring
All in full sizes

NISHINA BROS. CO.

Phone No. 3169 29 Chapoo Road, 47258

W. Funder & Co.

Auctioneers, Real Estate Agents, Adjusters, Appraisers, and Coal Merchants

Having been favoured with instructions from
The Registrar of Mixed Court will sell by Public Auction
AT THE POINT HOTEL
No. 193 Yangtseepoo Road
The particulars of the said properties and the date of sale will be published later.

W. Funder & Co.

Auctioneers, Real Estate Agents, Adjusters, Appraisers, & Coal Merchants

will sell by Public Auction within their Salesroom

NO. 49 Kiangse ROAD
On Monday, the 10th April 1922, at 10 a.m.

HOUSEHOLD FURNITURE AND SUNDRIES ETC.

Comprising:—
Silk tapestry upholstered drawing room suite, Chesterfield couch and chair, roll-top and flat desks, bookcases, office chairs, high screens, hat and umbrellas stands, sideboards, dining table, chairs, jardiniere stands centre tables, bevel-edged mirror door white enameled wardrobe, dressing tables, chest of drawers, washstands, wooden and iron bedsteads, carpets, ice chest, dinner crockery, E. P. and glass ware, oil painting, pictures, vases, cooking utensils, hand sewing machine, a quantity of second-hand clothing, etc. etc.

also
One fine toned cottage piano (by S. Moutrie)

One 4-blade ceiling fan

Three oscillating electric table fans

One 12-bore automatic sporting gun (by Winchester)

One double door fire proof iron safe

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

On view Sunday

Auction of Sundry Cargo

NOEL, MURRAY & CO., LIMITED

Will sell at Salesroom
On Monday, the 10th April, 1922, Commencing at 2.30 p.m.

A LARGE QUANTITY OF
Striped Shirting, Belgian Tweed, Overcoating, Glazed Transparent Paper, New Towels, Laundry Soap, "Globe" Metal Polish, Black Box Sides, Black Glaice Kids, Sole Leather, Patent Leather, Box Calf, Brown Soap, Face Powder, Galv. Iron Baths, Countersunk Rivets, Bolts and Nuts, Manganise Babbitt Metal Roasting Varnish, Creme de Beaut, Glass Paper, Gold Enamel, Bath Soap, Ladies' Silk Stockings, Evaporated Cream, Mosanto Saccharin, Kipperd Herring, Smoked Sardines in Oil, Condensed Milk, Butter, Sundry Samples, etc.

also
75 Cases "BABY BRAND" SWEET, DRY & STERILIZED SWISS MILK

23 Cases "Bebe" Milk food

2 Cases Felt Hats

10 casks Egg yolk

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

On View Morning of Sale.

Shipping Items

YANGTZE PORTS

The S.P. s.s. Changon left Hankow on Thursday and is due in Shanghai this morning.
The C.N. s.s. Chungking left Hankow on Thursday and is due in Shanghai this morning.
The I.C. s.s. Tuckwo left Hankow on Thursday and is due in Shanghai this morning.
The C.M. s.s. Kiangtan left Hankow on Friday and is due in Shanghai tomorrow morning.
The C.N. s.s. Woosung left Hankow on Friday and is due in Shanghai tomorrow morning.
The C.M. s.s. Kiangtan left Hankow yesterday and is due in Shanghai on Tuesday.
The C.N. s.s. Poyang will leave Hankow today and is due in Shanghai on Wednesday.
The I.C. s.s. Esang will leave Hankow today and is due in Shanghai on Wednesday.
The I.C. s.s. Hanwo is due to arrive in Shanghai from Hankow on Tuesday.
The C.N. s.s. Luanyi will leave Hankow tomorrow and is due in Shanghai on Thursday.
The I.C. s.s. Loongwo will leave Hankow tomorrow and is due in Shanghai on Thursday.
The C.M. s.s. Kiangyu will leave Hankow tomorrow and is due in Shanghai on Thursday.
The C.M. s.s. Kiangfo will leave Hankow on Tuesday and is due in Shanghai on Friday.
The I.C. s.s. Wosang will leave Hankow on Tuesday and is due in Shanghai on Friday.
The C.N. s.s. Wuchang will leave Hankow on Tuesday and is due in Shanghai on Friday.

NORTH PORTS

The C.M. s.s. Kaho left Tientsin for Chefoo, Dairen and Shanghai yesterday.
The I.C. s.s. Kousung is due to arrive in Shanghai from Tientsin, Newchwang and Chefoo tomorrow afternoon.
The I.C. s.s. Choyang is due to arrive in Shanghai from Tientsin on Friday.
The C.M. s.s. Feiching left Tientsin on Friday and is due in Shanghai by way of Chefoo tomorrow.
The K.M.A. s.s. Hwahing (chartered) left Chihwangtao for Shanghai on Thursday.
The K.M.A. s.s. Patriot (chartered) left Chihwangtao for Shanghai on Thursday.
The O.S.K. s.s. Kohoku Maru left Dairen at 5 o'clock Friday afternoon and is due in Shanghai tomorrow morning.
The steamer will sail for Foochow and Formosa on Wednesday.

JAPAN PORTS

The Blue Funnel s.s. Rheus left Kobe on Tuesday and is due to arrive by way of Yokohama on Tuesday, the 11th.
The N.Y.K. s.s. Omi Maru will leave Nagasaki for Shanghai to-day and is due to dock at the Wayside Wharf on Tuesday.

INDIAN PORTS

The P. & O. s.s. Dunera was to arrive in Shanghai from Canton, Hongkong and Swatow on Tuesday.

SOUTHERN PORTS

The I.C. s.s. Kwongsang is due to arrive in Shanghai from Hongkong and Swatow today.
The I.C. s.s. Fausang is due to arrive in Shanghai from Swatow tomorrow.

The I.C. s.s. Chaksang is due to arrive in Shanghai from Hongkong tomorrow afternoon.

The I.C. s.s. Hangsang is due expected to leave Bombay for

to arrive in Shanghai from Canton, Hongkong and Swatow on Tuesday.

The C.M. s.s. Hsinwah, left Hongkong on Thursday and is due to arrive in Shanghai tomorrow.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s. Sunning is due in Shanghai from Hongkong on Wednesday.

The O.S.K. s.s. Seiky Maru, from Formosa, left Foochow on Friday morning and is due in Shanghai about 8 o'clock tonight. The steamer will sail for Tientsin, Tientsin and Dairen on Wednesday. It will dock at the Yangtseepoo Wharf after discharging alcohol in the stream.

The Dollar s.s. M.S. Dollar left Hainan for Singapore on Thursday.

The C.N. s.s.

THE CHINA PRESS

Easter Fashion Supplement

Sunday, April 9, 1922

THE SPIRIT OF EASTER

It Teaches Us to Walk and Talk and Work with Our Fellow Men for Better, Higher Ways of Living.

If you will turn to the twenty-fourth chapter of the Gospel of St. Luke or the twentieth and twenty-first chapters of St. John you may read of the resurrection of Christ, which all Christendom will celebrate in the Easter services next Sunday.

Of all the word pictures painted in the Bible none has greater appeal than the description of the walk to the little village of Emmaus, when Jesus, coming upon Cleopas and his companion trudging along the dusty road, "talked with them by the way."

How strange must have been the sensation of the travelers when they found that He whom they thought to be a stranger in Jerusalem proved to be Christ himself, about whose resurrection they were marvelling as He met them.

They said one to the other, "Did not our heart burn within us?" as they realised the wondrous thing which had happened to them.

One of the most appealing things of Jesus' life was His love for the common people, for the fishermen of Galilee, for the workers of the fields and the humble and the meek.

To them He talked in simple, plain language. To them He told His wonderful parables. For them He preached the sermon on the mount and worked among them the most wonderful of His miracles.

He might have chosen to sit at rich tables. He might have gained from wealth and position a recognition that a less lowly would have sought. But instead He said: "Blessed be ye poor; for yours is the Kingdom of God. Blessed are ye that hunger now; for ye shall be filled. Blessed are ye that weep now; for ye shall laugh."

Christ gave to the world the great blessing of Hope.

He put a light in the world's darkness and set a beacon on the headlands of eternity.

In my Father's house are many mansions; if it were not so I would have told you. I go to prepare a place for you.

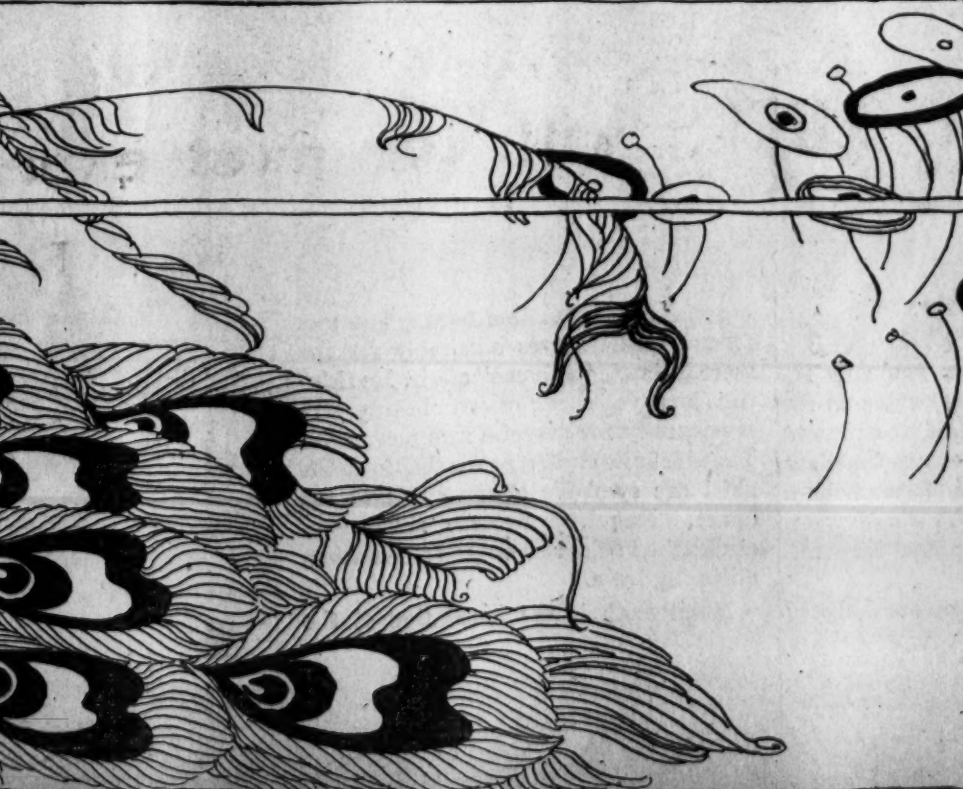
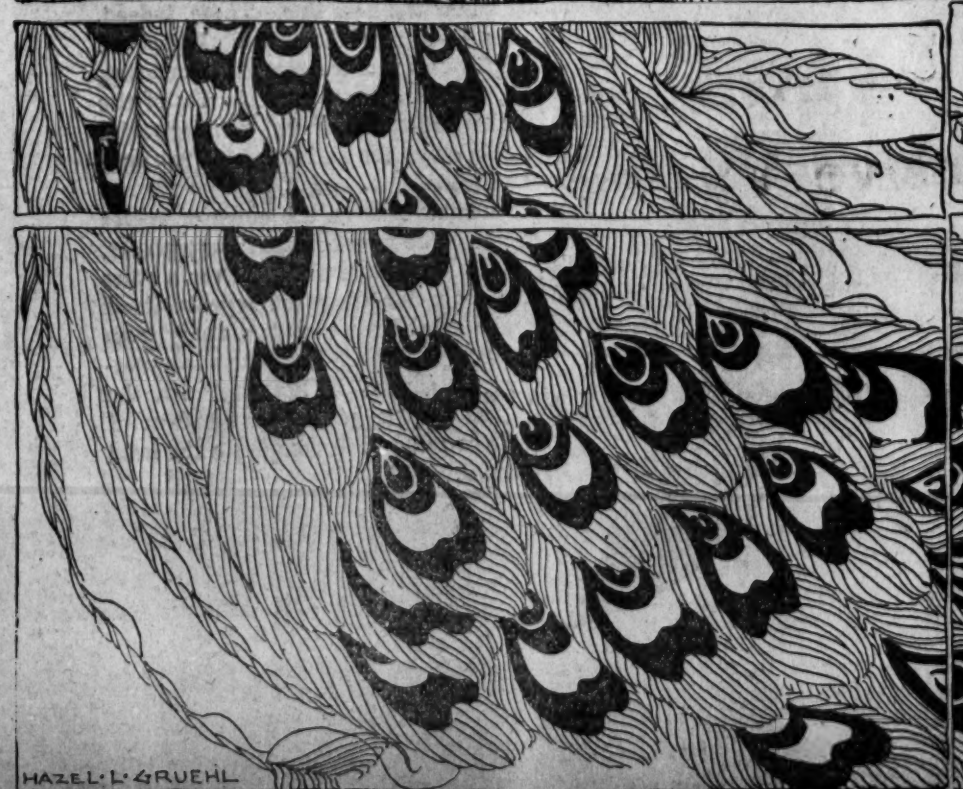
And if I go and prepare a place for you, I will come again and receive you unto myself; that where I am, there ye may be also.

The religion of Jesus, spelled out so plainly in His life, His death and His resurrection, has been the most profound influence ever exerted upon the human race.

What the world would have been but for Christianity no one knows, but it is certain that its consequence has always been to make men and women better in soul and in body.

It is a far cry to perfection. We have not yet learned to obey either injunction of the "great commandment" which Jesus spoke to the inquiring lawyer. We do not yet "love the Lord thy God with all thy heart" nor love our neighbors as ourselves.

The spirit of Easter bids us arise from lethargy of soul. To resurrect ourselves from selfishness and greed. To come forth from the tomb of self-aggrandisement, and, ridding ourselves of the grave clothes of avarice and envy and covetousness, walk with those whom we meet, and "talk with them by the way" of higher, better things and their accomplishment.



HAZEL L. GRUEHL

Dinner Dance Gowns

by Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.



By LADY DUFF-GORDON
("LUCILE")

THE dinner-dance has gradually become an established fixture on the social calendar. And the present vogue for combining these two functions has made its demand on fashion for a gown not too elaborate for dinner wear, yet sufficiently striking for the ball-room.

The gowns displayed here are designed

especially to meet this need. The less formal model serves admirably for the more intimate "at home" affair. Its flowing sleeves of sheer, colorful beauty give opportunity for graceful arm movement. The indefinite chiffon points that form the skirt are symbolic of the spirit of the dance. Exquisite brocade ribbon encircles the bodice and ends in a charming, glittering train.

Metal cloth is the foundation of the

dinner-dance gown, with its long strips of chiffon falling below the hem line. These, indeed, are what make the gown beautiful. Iridescent bead braid forms shoulder straps, elongating into panels, where it meets a triple row of the same trimming to form a girdle. Slender metal fringe weights down the chiffon strips in clinging, graceful lines.

For the mature matron the gown of velvet is appropriate. The model is cut in two pieces, joined by skirt seams and slipped over a snug bodice. An embroidered motif repeats itself at front, and a short train swings artfully from the hip. Milady's coiffure is necessarily simple, in keeping with the lines of the gown. A bandeau of silver and pearls completes the head dress.

Dame Fashion, Bedecked In Gorgeous Spring Finery, In Shanghai Shops

By Irene Corbally

When the tender shoots of the willow wave in gray green delicacy through the mist that rises from the river; when, between the budding green of earth and the blue sky there is stretched a curtain of a thousand orchard pinks, from the palest apple blossom tints to the deepest peach bloom, mere man knows that spring is here.

Woman knows it long before the peach buds have burst into pink glory, however, for spring, to woman, regardless of her station in life, has always meant new clothes; and the merchants in Shanghai, taking their cue from those in Bond Street, the Rue de la Paix and Fifth Avenue, who make spring chiffons bloom in December windows, send their orders across the ocean long, long ago so that the fresh new things that spell spring sunshine and Easter finery arrived in Shanghai before the biting winds have left.

"The Paris of the East" truly lives up to its name and the attendant responsibilities for resemblance to the center of sartorial perfection in France. The shops have such a bewildering array of beautiful materials, of lovely frocks fashioned from those materials, novelties, and accessories that enhance the chic of a costume, millinery that conjures up visions of garden parties and vacation days, footwear that confirms again the assertion that the well-dressed woman is the well-shod woman and, altogether, of everything that spells dress charm, that one finds it hard to believe Shanghai is not just around the corner from Paris and not around the world from it.

Ethel Cameron's Shop

Ethel Cameron's shop has a collection of Gage hats that vie with each other for prominence in the beauty contest. One exquisite confection is of canary yellow leghorn, with the broad sides and short back of the boat-shaped hat that is so becoming to youthful faces. The crown is divided into four pieces by a golden yellow embroidered chain stitch. Flowers, made by deft fingers from faillie silk, in varying tones of cerise, apple green, pale yellow, deep yellow and orange, are stitched flat to the brim with the golden yellow silk. The brim edge is adorned with four inch-wide layers of canary yellow georgette, rough-edged, a wholly French touch on an American product.

Another small hat is a close-fitting turban of rough black silk straw, the only trimming being an enormous many-petaled ribbon flower posed in front. The petals are green, mauve, tan, pink and blue, each one edged with black sealing wax.

Behind the glass doors where the Cameron dresses hide but do not conceal their charm, I espied a beauty that was meant to display its glowing taffeta charms at a No. 1 tea party. Color and line constitute the whole charm of this creation which is a warm, rich rose, made on the simple lines that recall the boleros of the mid-Victorian days, and the skirt of long ago, modified for today. The short, bell-like sleeves become all puffed up with their own importance, but their puffs disappear discreetly inside themselves with the result that an old-fashioned sleeve acquires a new touch.

Taffeta and foulard, the favorite spring materials, are very much in evidence in the shop. A mid-night blue taffeta dress has a cape effect of blue georgette, embroidered with white silk floss in a vine effect, with leaves of white kid stitched here and there through the silk tracery.

Another dress, in blue and grey foulard, has a smart little cape of foulard, with tasseled ends. The dress, a straight chemise frock, has a girdle of blue grosgrain ribbon, embroidered with red and steel beads.

The straight line frock for street wear reigns supreme in this shop. One of the smartest of the afternoon frocks is of black morocain crepe, with a girdle so low that it seems to hover uncertainly between the normal waist line and the knees. The neck is touched with green georgette, and the long, loose sleeves owe half their success to the jade green georgette that forms the lower half of each. The green is trimmed with rows of tiny black silk tassels.

White silk crepe dresses for summer days and for southern wear are present too. Many of them acquire a regal look from their long droppings of silk fringe. Others spell youth itself with skirts that are accordion pleated. Girdles on these frocks are frequently of hand-made roses of the crepe, combined with satin.

Weeks And Company
At Weeks and Company, the new hats that will be shown at the pre-Easter exhibition on Monday, peeped out of the tissue paper folds of their boxes behind the scenes yesterday.

A picture hat of creamy white silk straw has a wide brim, slashed in four places, each quarter bound with white grosgrain ribbon. The trimming is the humble water lily, glorified by its waxy yellow and white and glossy green petals that lie supinely but harmoniously on the crepe straw.

The demure maid may choose a hat to match her demurest mood in the steel grey satin with brim of pleated chiffon. The wide brim is split on the left side, and

through the two halves the feathery ends of a soft shaded grey curled ostrich drip becomingly on her shoulder.

A hat that resembles somewhat in shape the familiar black satin cap of the Chinese, is developed in dark Pompeian red, with a straight line embroidery of long red beads of wood. The trim of this turban is of dark brown crepe ribbon.

The millinery department is specializing in crinoline hats and this summer will witness a return to the dear familiar badge of the

Straw With Faillie Brim



One of the prettiest of hats of the mid season is a combination of shining black straw and faillie silk in periwinkle shades of facing, a tailored bow perched saucily at the side front.

summer girl—the floppy, rose-trimmed crinoline hat.

In the place goods department of Weeks there are materials that make one long for twelve months of summer to wear them. The department has a special shipment of genuine Swiss organdy, with glass finish, that is absolutely transparent. The organdy is ob-

tainable in twenty-five different shades.

Silk ratine, which is more favored than cotton, because it flings and falls more gracefully, is to be had here in delectable rose and golden tans, as well as in a dozen other shades.

Weeks' embroidered voiles are marvels of beauty. One, cherry colored, is embroidered with black dots, and a running line of white silk.

Another new material is organdy voile, a voile with a permanent organdy finish. Two layers of the material give a beautiful watered effect that makes this material very popular.

Printed georgettes, in new color combinations, and cowweb silk stockings, in beige and grey are French importations, here, too.

Whiteaway Laidlaw's

At Whiteaway Laidlaw's are to be found several originalities in summer materials. There is the new printed organdy, cool, crisp and fresh looking, with its wreaths of flowers printed on the virgin surface. This material vies with the hand painted voiles in pastel shades, with the painted dots and designs in circles and squares on the cloth.

A colored pique is a tremendous seller already here, for this material is durable and good-looking. It is especially attractive in the pinks and blues that were on display yesterday.

Among the unusually smart accessories that are to be found in this shop are the square veils that have come direct from Paris. One, with a small mesh, has a deep border of old gold and peacock blue silk thread. Another, in tete de negre has a Spanish edge of short brown silk fringe; another, a wide mesh of dark purple, has a tracery of mauve all around its edge and each corner is adorned with a flat circle of mauve wool. Still another has in each corner a flower of terra cotta silk fringe sewn down flat.

American ribbons occupy a prominent place on Whiteaway's shelves. Dresden ribbons, in all widths, from the narrow ones for trimming to the wide size for the Dorothy Dainty sashes and hair-bows that little Miss Shanghai wears to her parties, are conspicuously displayed.

Another dress trimming that this store is featuring is the narrow patent leather belt, sometimes trimmed with inserts of white or colored kid.

And when you are wondering where to go to get the beads for that bag or the blouse or the georgette dress, go to Whiteaway's, for they have probably the best assortment of these tiny useful pretties in Shanghai.

Near the American ribbons are the French laces, plain and colored, natural and cired. The shiny laces that are one result of the French lace manufacturers' plea last year to "say it with lace" are to be found in all their my-

riad colors and designs here. Particularly beautiful are the black nets, with their intricate embroidery in silver and gold thread, as well as the nets, with the silver, gold and green silk embroidery.

From the luxurious to the necessary, from the outside in, is one way of describing my passage from the lace counter to the "undies," where I found some moderately priced cotton "undies," in pink, blue and white, that have a soft suede like finish that should be particularly good for the sometimes cool days between early spring and summer.

The stockings that are shown near this counter, too, in plain work silk, as well as in the open work silk, are good value and good looking.

Upstairs, in the ready-to-wear department, the store is making a specialty of knitted jersey dresses, at \$25.50. These dresses, in especially good color combinations—blue with white cross stitching on the skirt, grey and Alice blue, brown and black, grey and rose, white and navy blue—are the kind that is so convenient for summer travelling.

Lane, Crawford And Co.

Lane Crawford's sports clothes are always attractive. They are especially so this year, the wool jerseys leading. Every color that is in the rainbow and in the dyer's imagination, is to be found in the new materials that go into the making of the sports clothes.

The silk sweaters are found in just as many colors, and in a variety of new designs. The always-popular rose and blue and the golden tans are the favorites again.

The material that lends itself so readily to summer-suit fashion-

(Continued on Page 4)

FOR REMOVING SUPERFLUOUS HAIR.

No woman who has any sense of beauty will deny that superfluous hair is one of the greatest drawbacks to good looks.

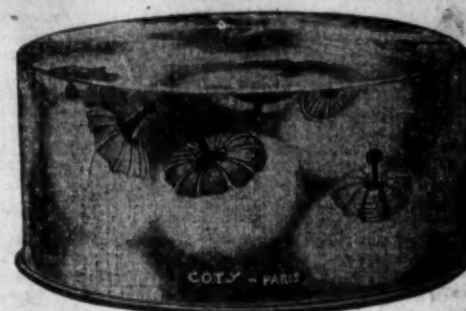
Realizing this, women of all times have put themselves to any expense, and have endured considerable pain and discomfort in order to rid themselves of this great disfigurement.

Nowadays electrolysis is a prevalent "cure" for this evil, but in reality this process involves a great deal of unnecessary expense, waste of time and pain.

The simplest, quickest, and most effective treatment can easily be carried out by any sufferer, in the privacy of her home. This is the routine:

Procure about 1 oz. powdered phenol from your chemist; mix a sufficient quantity with a few drops of water into a stiff paste. Apply this carefully and thoroughly to the hair you wish to remove, and allow the paste to dry. In a few minutes it can be gently scraped away. The skin is left absolutely free from hair and should then be carefully washed in warm water, and if desired, lightly dusted with a little talcum powder. (Adv.)

Parfums de COTY



PARIS

- | | | |
|-----------------|-------------------|--------|
| L'Origan | L'ambre Antique, | L'Or |
| L'Effeurt, | Violette Pourpre, | Iris |
| Violette | Rose Jacqueminot, | Styx |
| Cyclamen, | Lilas Pourpre, | Muguet |
| Oeillet France, | Jasmin de Corse | Chypre |

THE Perfumes of COTY in their creation were inspired by the varied, exquisite types of woman. For each type there is one expressive perfume which intensifies the subtle emanations of personality. It breathes forth the essence of its type in a fragrant aura peculiarly its own.

FAVORED by the ELITE of the WORLD.

L. RONDON, 18 SZECHUEN ROAD SHANGHAI

ETHEL CAMERON

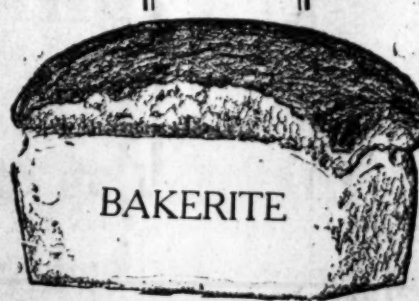
(AU CHIC PARISIEN, opposite the Race Course)

Announces the arrival of an

Elegant Selection of American Dresses

These goods have been personally purchased in the States by Mrs. Cameron with a view to combining fashion's latest requirements with the climatic conditions of Far East.

44, Bubbling Well Road Telephone West 1296



BAKERITE

"Perfectly Pure"

PLACE YOUR ORDER NOW FOR HOT CROSS BUNS

Something You Should Know

In order to insure the Standard of Perfect Purity which we set when we commenced manufacture of Bakerite Bread we decided from the start to employ only foreign bakers and pastry-cooks. We ask you to remember that ours is the only bakery in Shanghai where the whole process of breadmaking from start to finish is carried out by foreign workmen only. It costs us more of course, but the results have more than justified our belief.

You can feel certain when you buy bread from

BAKERITE BAKERY THE CHOCOLATE SHOP NANKING ROAD TELEPHONE C. 3801

Dame Fashion, In Gorgeous Spring Finery, In Shanghai Shops

(Continued from Page 3.)
The, ratine, appears on the shelves in this store not only in its plain color, but also in plaid effects in light color combinations.

New gingham, in small, medium and large checked patterns, with mauve leading as a color favorite, is ready for the summer girl who appreciates the possibilities of a gingham frock, simply made and simply trimmed, with braid and a tie of organdy or organdy collar and cuffs, rickrack of the gingham itself.

Among the members of the Volle family to be seen here are the pin striped volles, the stripes running horizontally and vertically and forming a checked pattern, and hemstitched volles. The latter, at \$2.25 a yard, are especially good bargains. Crepe volles in white and rose, and in white and blue, is also pretty and dainty.

This shop, besides having a fine stock of the crepe and metallic laces, is offering a new trimming in a net banding, embroidered in orange wool and white fine silk.

In the millinery department, there is a corner on sports hats. The ubiquitous sailor in Milan straw, in navy blue and black, with the regulation grosgrain bow, seems smarter than ever after a winter of absence.

Red, always suggestive of spring, is popular in the millinery department. One attractive corner shows only red hats, in a dozen different straws and in as many shapes.

A specialty in untrimmed hats, for the deft fingers of the home milliner to play with, is being made here, too.

Hall & Holtz
Hall and Holtz have adopted a two-in-one scheme in their millinery department for the showing of both hats and new materials at the same time. The millinery department has been made particularly attractive by the display of volles of one color and hats to match. Thus, a table is devoted entirely to mauve and its combinations. Mauve, by the way, is decidedly to the fore.

The volles shown, mauve and white, embroidered in large squares, have their complement in the lovely Henderson hats from Australia, big, floppy affairs, crummed with ribbons and flowers. Another smart hat is in deep purple, a fine Milan that has a soft crown and a twisted brim whose quills are accented by two sky-high loops of purple grosgrain ribbon, shaped

like aeroplane wings, one shooting north, the other due east.

At the green table is a beautiful grass green volle with a narrow white stripe that has still another stripe, a green one, with in it. Hats of rough straw, in dark and light greens, and in soft satin straws are on display here.

The other color table is tango. Here, perched beside a tango shaped volle is a smart little hat of the same shade, with lines of grey wool bisecting it.

This store, recognising the real need for more and more smart hats in Shanghai, is making a specialty of importation of French models. A shipment of some of the latest Veraine models, as well as hats from Fernand Bathe, Devaux et Meunard and other French houses, has been received. One is in mauve, in hand-made basket straw, with an accordion pleated ruff of mauve taffeta ribbon round the crown and bunches of tiny posies in pastel shades making color music among the pleats of the accordion.

Another, in black baronet satin, is a picture hat with its brim turned up coquettishly, and not at all as picture hats are wont to do, in front. Its trimming is an ostrich pom-pom of gun metal flowers.

Still another taffeta hat is made of myriads of tiny folds that begin at the topmost peak of the crown and widen out to the edge of the brim. They are stitched down with hundreds of French knots. The dead black of the hat is broken by a brim facing of cardinal red georgette.

In this store also are to be found the unusual materials. Every store in Shanghai has volles and organdies; but every one has different patterns and designs so that a ramble through them is all-revealing so far as comprehension of the scope of the designer's art goes.

One lovely colored volle shown at Hall and Holtz is in Pompadour red and blue grey, in alternating waves. The effect is delightful.

Bright colored organdies are favored by this shop. Thus, grass green and orange occupy prominent places in the display. Silk jersey dresses in the light colors and fancy weaves are rare bargains, as are the lengths of silk jersey they are offering for sale.

Entirely French, too, is the display of two-toned ribbons for lingerie and for trimming. All the lovely combinations that, in ribbon, can make a piece of flesh-

colored chicken-interesting beyond description, are found. There is pale yellow and pink; blue and pink, mauve and pink, lavender and blue, lavender and grey.

Here, too, are French dot veilings that do so much for even the most unambitious complexion. Gloves always seem to go with veilings, and this store has a new shipment of chamollette gloves and washable kid gloves. The chamollette gloves are in white, grey and fawn colored. The fawn colored ones are exceeding-

"that" gown. These stockings are very cheap; they sell for \$3.95 a pair and have saved the day often when somebody wanted to wear a pair of purple stockings with a new purple frock, or green, or blue, as the case may be.

Walkover Shoe Company
Not the least important item in the spring wardrobe is the footwear. Frequently, just as a new hat improves the morale and makes one forget that last year's

Ribbon Has A Charm All Its Own



Black Milan in the finest of weaves and a bewildering trim of black ribbon makes a hat that is unexcelled for style and adaptability.

ly smart, for they are gauntlets and have black stitching that follows the outline of each finger. The silk gloves that are always welcome at this time are in white, black and grey, in 3, 12 and 16 button lengths.

At the stocking counter are to be found the "emergency" silk stockings, as one Shanghaier so aptly termed this artificial silk hosiery in all the colors of an Easter egg, and just the color you want sometimes to go with

spring suit is coming to bat again this year, a pair of new pumps puts new spring into the step and, as a result, new pep into the personality so that old clothes are forgotten.

The Walkover Shoe Company is presenting in time for Easter a new line of American shoes. In Shoedom, the strap's the thing. There is hardly a shoe these days, of the low variety, that would dare to appear without a strap. The strap has been im-

ported from France, and, as a result, American shoes are losing their exaggerated elongation and are taking on some of the lines of the French shoe.

The battle between advocates of French and American types of boots has waged for long now with the result that a compromise has been effected and in return for the myriad ideas in straps, originated by the French, the Americans are modifying the last of their shoes so that they appear slightly French in shape. The day of the extremely long vamp has passed. In its place is a more normal appearing type of shoe, such as Walkover is showing in its new Spring line.

One of the most popular models is a patent leather pump, with a small buckle and a cross-over strap. The pump is not cut out at the side, as so many of the evening pumps of this type are, but is reinforced by the cross-over of the strap here.

Grey, always popular for Spring, appears in pumps in kid and in suede. One light grey kid pump has fine black stitching outlining the edge and the strap. A somewhat darker grey suede pump has a fancy chased silver buckle that is the fastening for the strap. An innovation is the cut out work at the side.

Brown is another Spring shade. It appears in Walkover model in kid in conjunction with tan suede.

The most popular walking shoe are developed in brogue effect. Heels are not flat; they are the moccasin heel that is neither Cuban nor French but a nationality of its own, name unknown. They are extremely comfortable and good-looking, especially since the last of the shoe is designed particularly to give the foot the long, narrow appearance that is so characteristically American.

The best Walkover model in walking pumps is developed in dull black kid—it may be had in brown, too—with perforations on the tip and around the edge.

In evening shoes, gold and silver, in plain cloth and in brocade, are being replaced by the regulation summer evening shoe—white satin or white kid. On many of the white satin slippers small rhinestone buttons and baby buckles are worn.

The Walkover company has a magnificent collection of buckles—rhinestone in a variety of designs, rhinestone and jet, and rhinestone set in sterling silver. For brown pumps there are bronze buckles in Colonial style.

The Colonial buckle is returning to favor and is taking the place of the old-fashioned yet popular slipper with a leather tongue. These "tongue" buckles are made also in iridescent beads and in gold beads for evening wear.

New stockings, to match the new shoes, are found here, too. The net stockings, in brown and in black, transparent and cool for summer, are among the popular new styles. The white Italian silk stockings are developed in fancy stripes.

Chung Hwa Shoe Co.
The Chung Hwa Shoe Company in progressive fashion, is developing a style of shoe that is distinctively American. Their shoes are well made, from new materials, and their lines are in correct proportions. They favor the strap effects, too, especially in their new summer shoes of white canvas and linen.

Men's shoes occupy a prominent place in the window display arranged for spring showing in this store. Brogues and oxfords, in dark brown and in black, are in the front line here.

This store pays attention to buckles, too, specializing in special buckles for afternoon pumps of satin and suede.

Suede and kid are replacing satin in favor, despite the fact that satin, of lighter weight than either the suede or the kid, is the more logical choice for warm weather.

Sincere & Co.
Sincere's and Wing On's always offer interesting specialties, particularly at this season. These two mammoth Chinese department stores, spoken of universally, almost, in the one breath, as if they were twins in the same family, instead of friendly competitors, are as progressive, proportionately, as any American or European department store in any first class American or European city.

Sincere's, realising the importance of little things, has built up a notion department where women may find all those little things that mean so much, the fixin's and findings that make or mar a costume.

This store, too, is showing a line of silks that serve to maintain the reputation it enjoys for new designs and excellent quality. The fineness of Chinese dyes is well-known; but Sincere's silks are strong in quality and in color.

New terra cotta shades in crepe de chine and canton crepes, new figured georgettes

and broades, in light and heavy quality, are among the exquisite bolts of soft beauty seen on Sincere's shelves.

Children's clothes, in embroidered nainsook for the youngest ones, and in the smocked pongees and soft silks for the slightly older children, are on the shelves in all their pristine freshness for Easter parties.

Wing On
Wing On is specializing in children's clothes, too. They have put in a new line of hats, English and American; panamas with figured georgette banding, and smart sport hats from England. American made silk underwear, glove silk, in white and flesh colored, plain and embroidered, has been added to the line which

this store carries. Dove underwear, dainty nainsook nightgowns, bloomers, and chemises, embroidered in pink or blue, cool and fresh for summer, are priced reasonably here.

For the Spring suit, there are real silk scarves, two yards long, in spring colors and color combinations. Artificial silk sweaters, in pale colors and deep shades, for wear later, with white skirts, are included in the Spring line.

Laou Kiu Chwang
China's glory is and always will be, if tradition holds true, in its silks. Laou Kiu Chwang, two of the foremost silk stores in Shanghai, are offering all the old silks and several of the new ones for (Continued on Page 5)

Montgomery Ward & Co.

Established 1872

CHICAGO, U. S. A.

Fiftieth Anniversary



One of Our Five Big Stores

Ward's complete 50th Anniversary catalogue, giving the new low prices for 1922 on goods of standard, serviceable quality is ready to be mailed to you.

The big catalogue and our world-wide service brings your very door our great Department Store and makes your shopping economical and easy. Everything for your Home, School, Office or Farm.

Shoes	Clothing	Auto Accessories
Drugs	Groceries	Electrical Goods
Hosiery	Framing	Farm Implements
Jewelry	Sporting Goods	Household Supplies
Notions	Dry Goods	Musical Instruments

If you want the catalogue please write for it, or fill in and send the coupon below.

You take no risk in ordering from us. We absolutely guarantee safe delivery of our merchandise anywhere in the world.

Montgomery Ward & Company Dept. 4
National Y. M. C. A. Bldg.
20 Museum Road, Shanghai

Please send me free of charge, and without obligation to me, Ward's latest catalogue.

Name _____
Address _____



SILKS,
SATINS,
PONGEES,
GAUZES,
CREPES

LACES,
EMBROIDERIES.

Silk for Eastertide—

You can not afford to miss the splendid display of charming light weight silk in large variety of new designs and colour schemes which we are now showing. These are specially suitable for spring wear. May we show them to you?

LAOU KIU CHWANG

THE BIG SILK SHOP
IN NANKING ROAD



ESTABLISHED
1857



"Novelties Here And There"

BY EMMA JAQUELIN

Those new bordered silks—will they become liked or will they go the way of most bordered materials? For some reason, women are shy of borders and while nearly every year some of them are introduced early, and a few are made up, and made up attractively, yet, not for years and years have they been really popular.

But the new bordered silks are in the most exquisite crepes, and the pattern is Paisley, giving the makers a great run on colors. The colors are really lovely, too, done on backgrounds of white, beige, navy blue and other favorite colors for the crepe dress.

Almost every woman likes what she terms an "all-round" frock, all round the year and for all round uses. The navy blue crepe dress self-trimmed or embellished with embroidery, ribbon or what not, has been for several seasons, this kind of a standby. The Paisley bordered dress of this navy blue ground will serve just such a purpose. It can be made most simply, so simply in fact that it may serve for one of those comfortable, not-too-gay dresses one loves to have for train wear. It has a little more life than just navy blue and is less common now than the navy blue with the Jenny sleeve half of brilliant color. It may have a touch of navy, more or velvet ribbon—a bit of a finish of some kind that is inconspicuous and leaves the border secure in its position as main theme.

There is another novelty offered on the silk counters for summer white skirts. This will be welcome news and the fact that it is possible to wash it will be another bit of welcome news. And, perhaps, the price will make it sought after also.

This very new silk is called "pearl." It looks as if embroidery floss has been run in and out of a plain background, very close together until at a little distance it has a fine striped effect. This material is pure white and the other colors in it, especially orchid, are beautiful in tone.

Quite a number of the white materials for summer skirts are "oyster." A corded silk in the oyster white was made up into a simple little skirt to be worn with a black duvetyn jacket striped in white. These striped duvetyn jackets are to be had in various colored stripes on black, to be worn with a skirt the color of the stripe.

Whole articles with illustrations and much enthusiasm are written

about checks for the coming season. And if we are to believe the signs, checks are to be a real fad having been introduced last season by way of the gingham frock. And the sizes this year vary very little from the sizes most liked in those red gingham frocks we liked at the end of last season.

We find the new checks in the taffeta silks very fresh and sum-

mer arrow heads in red silk. This material was a sort of serge. But the new cotton and wool eponges, fringed, make some of the most effective sports skirts to be worn with the sweater of solid color.

A few of the novelty suits have a sort of middie of checked cotton twill with band of the suit material, tweed or homespun finishing the lower edge of the middie. The checked collar of the middie is worn outside the coat and the coat itself is the new box held together at the neck by links made

of the same color with some other shade.

What possibilities in these cotton eponges for suits or 2-piece suits comprised of the dress of jumper variety and coat to match. And then again what nice early cape dresses they will make. And if they are to be built at home one can imagine the finish would be much simplified if braid binding were used instead of the hems.

The braid in contrasting color would be best naturally. For instance, the braid would match the one shade in the check. If the dress were made in the solid material, of one color, it would be bound in the other color. And the checked cape would be bound in the same. Sometimes the dress will be of check and the cape solid. For young girls one can hardly imagine a more useful outfit. And the dress may be made sleeveless or not. If one has in mind the wearing of the dress later in the season or perhaps in the summer, then the sleeveless type might be better with the sleeves and gimpes of a thinner material.

Have you, perchance, purchased a frock trimmed in shells? If not take the rounds of the exclusive places and ask about them. You may find a black canton crepe trimmed in lines of little blueish greenish shells, the kind that are strung together for neck chains. On one dress the color scheme has worked out wonderfully in bands in which the central lines was of these little shells; on each side were rows of thick beige and white beads, then a row of blue glass beads to match the tone of the shells and then rows of opaque crystal beads. The effect was novel and lovely, but it is as well not to attempt too wide a band, for it would weight one down.

And speaking of weight, an exquisite creation, intended for a brave and strong lady, is in black with these milky crystal beads sewed solidly over the dress.

To go back to the checks, there are dozens and dozens of pieces of voiles and swisses with stylish checks destined to be worn in mid-summer. Some of these are checked off with fine cords and in none of them is the check larger than a half-inch square. And the checks in gingham run all the way from those the size of a pin head to about the half-inch size. The checked swisses are going to run the doited ones a close race. And changeable swisses are the last word in novel weaving.

To the making of the checked materials a touch of cross-stitching is added in rather novel effect, and just this touch will distinguish the ordinary from the extraordinary in whatever material one chooses the check.

Cuffs and collar sets in checks

and the little waistcoat front, to wear with suits, are spilling all over the place. The shops are full of them in every color. The checked ones are sometimes finished with white plaitings and the white pique ones with fine plaitings of the checked gingham or voile. They will certainly do their part to enliven the scene this spring.

One of the novelties shown in the millinery world which looks as if it has been seized upon with very good reason is a feather which isn't a feather at all, made of pampas grass, and looks very much like burnt goose. It is dyed every color of the rainbow and gives a hat that is trimmed with it a startling style when it is used just right.

"Nothing new under the sun" applies in millinery sometimes only to materials. Effects are strikingly new in some instances. Observe the combs of the year and the color effects for spring. One turban alone has hand work done in ribbon and wools combined in a way that is as new as new can be. The shades are indescribable.

Dame Fashion In Shanghai Shops

(Continued from Page 4)

Spring. The usual crepe de chine in all the usual shades seem, somehow, different this Spring.

New brocades, of a slightly heavier quality than the usual soft brocades, known as brocade charmeuse, grace the shelves. In colors rather deeper than ordinarily. There are Pompeian red, golden brown, tan, greys and blues. These brocades are used for the more formal evening gown and for the evening cape.

A new crepe de chine whose pebbly surface is a series of small dots between pin stripes, has gorgeous chrysanthemums printed in natural colors in the white.

In lining satins, the futurist pattern has come back to favor.

Laou Kai Fook

Laou Kai Fook has made an innovation in introducing hand knitted sweaters of pure silk, reasonably priced, in all the rich soft colors for Summer sports wear.

They are showing too, in addition to their bags bead girdles with tasselled ends.

The silk gingham which came into vogue a few years ago is being developed rapidly in a myriad of patterns, small checks, large checks and in a combination of the two, in all the light gingham colors.

Shoppers In Paris

Paris.—And now Paris is finding fault with the way American women buy hats! This last criticism is perhaps worthy of thought.

"You American women may have half a dozen hats and no two are purchased from the same shop," shudders a Parisian designer, lifting her hands in horror. "The saleswoman apparently cares not if Madam's appreciation of her new hat is not a thing of long duration and, following up the advantage of a

favorable first impression, she makes haste to press the sale and the deal is consummated in thoroughly American haste. The result is that perhaps shortly Madame does not care for her new hat and longs for another.

"In Paris the distinctive woman adheres religiously to the advice of her milliner—because of his or her unquestioned authority and unrestricted personal attention. The Parisian milliner is thoroughly acquainted with her patron's personality, to the end that the patron reposes that confidence in her judgment which brings her back again and again

for her entire millinery wardrobe for whatever purpose and wear. The American woman relies upon her own deductions, long before she has had an opportunity to inform herself as to what is the authentic word in millinery, and the saleswoman, ever alert for a quick sale, inadvertently loses claim to that confidence in her knowledge of fashion, to the result that the American woman is as a wandering nomad in her search for her millinery, either shopping here, there and everywhere till she comes upon what happens to strike her fancy.

An Interesting Effect From Knotted Ties



Taupe and beige never effected a more bewitching frock than this. Taupe taffeta fashions the bouffant skirt and fitted bodice, the beige taffeta makes the draped collar and the outer facing of the knotted ties. The little flowers are of the beige and the bows of the taupe taffeta.

mere looking, some of the twilled silk is also checked and nearly all of them are some vivid color combined with white.

There are checked woollens for the sport skirt which also follow the lead of the black and white ones we had last year. This year a very smart red and white check in small size is embellished with

of buttons matching the cloth, and the sleeves also are caught together with links of the same buttons. The links idea on suits and dresses is one of the late novelties.

One can wait just a little while and see eponges or ratines of the solid materials shown with checks

LACTOGEN

The NATURAL-MILK Food

The most perfect substitute for mother's milk.

FREE!

Our interesting
MOTHER BOOK
Together with a
SAMPLE TIN

FREE on application to:
Nestle & Anglo Swiss
Condensed Milk Co.,
8 Nanking Rd., Shanghai

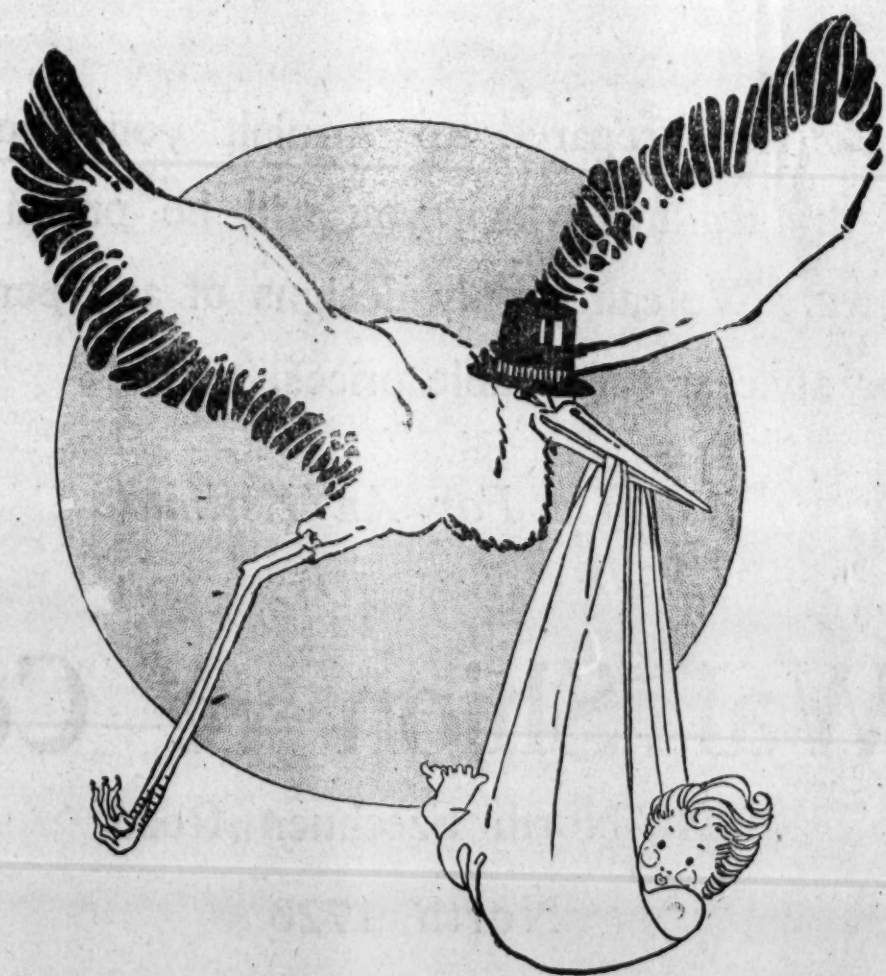
"LACTOGEN" requires only the addition of boiling water to be instantly ready for use.

Stocked by all chemists and grocery stores

FILL IN
THIS
COUPON

Name Mr. _____
(Print)
Address _____

(C. P.)



WHILE the origin of baby may be obscure to young folk, the popular conception of the Stork having preference, there can be no doubt as to the origin of our new Season's novelties.

VOILE from the House of Rodier, Paris, which is famous for the original and beautiful dress fabrics they produce annually, and ORGANDIE, from Tootal's of Manchester, the celebrated manufacturers of fabrics bearing that name are our offerings for EASTER in a splendid and varied selection. We cannot offer you anything better in these lines, because there are none better made.

Voile in exclusive dress lengths. Organdie plain and in guaranteed fast dyes

HALL & HOLTZ, LTD.

SHANGHAI, TIENTSIN AND HANKOW

Seen In The Shops

And now comes a new and useful ornament for Milady's desk which combines the charm of novelty with convenience and decorative aspect. It is a combination writing and wax set. A polychrome pedestal conceals an ink well under its pointed lid and is hollowed out in three places to make receptacles for quill pen, the sticks of wax and the tiny candles for melting the wax.

Very smart are some new imported handkerchiefs for men. They are of silk and linen mixed, or all linen, with hand rolled hems. Some are printed all over in colors, some are very tailored looking with cordings and in others the center ground is plain with gray borders.

Lovely and soft for blouses is the new pin striped batiste. The ground is white striped in fine lines of a color, rose, blue, black and lavender.

Challis, in plain color or figured patterns, is used to make some very dainty spring frocks for children, and wool trimming plays quite an important part, sometimes appearing in the form of crocheting or filet is used to finish the skirt edge, sleeves, neck and edge of yoke, perhaps. Wool hand-made flowers are still used extensively as a trimming for

children's dresses of challis and other lightweight wool fabrics, as well as pongee and some cottons.

Among the all over materials, an open-work material for sport hats, woven of a hemplike fiber in octagonal mesh is very effectively used over a lining of contrasting color. The straw cloths themselves vary from a tight close smooth surface weave to a loose openwork weave with both the smooth and the rough finish.

A hair bandeau is formed by seven leaf-shaped medallions covered with colored brilliants to match one's gown—topaz, blue, or jade, as the case may be. These are linked together to form the front part of the bandeau, while gold cloth braided makes the remainder.

The shopper who finds many uses for cotton cretonnes will be interested in the great quantities of these cretonnes now offered in many patterns.

Children's hats for early spring show the influence of women's sport models. Ribbon is the trimming and those shapes so becoming to childish faces are best adorned with it; mushroom, coal scuttle and bonnet effect. These are cut away in the back to give a square appearance.

Silk Braid On Navy Taffeta



Demureness spells the charm of this navy taffeta frock. The quaint bishop sleeve, the square net collar and the artful placing of rows of green and gold braid are noteworthy features of one of the moderately priced taffetas.

The Scarf, The Topcoat And The Cape

Scarfs are rioting, both in color and in popularity. Silk fringed silk scarfs with contrasting cross-wise stripes rival the knitted wool scarfs with long wool fringe, in bright spring coloring. The scarf verily must be an adjunct to the sports costume, for when it is not attached to cape or dress it is added on its own account.

Separate sports wraps divide themselves naturally into two classifications—coats and capes. The topcoat may be belted in front, belted in back or belted all around. The sleeve may be Raglan or merely made with deep armholes. Mannish detail and tailoring are consistently followed throughout. The approved materials are tweeds, homespun, covert, chinchilla, plaid mixtures and kindred fabrics.

Capes are frequently circular if of tweed or homespun; or if made of the soft, wooly knitted fabrics, they are gathered at top and completed with a scarf. It appears impossible to go wrong with any sort of cape, although as the season advances the shorter, lighter weight type will naturally prove more practical.

The Sandal In Satin

Rumors of footwear for summer gala evenings have become more substantial fact. "Conspicuous for their simplicity" is the telling phrase used to describe the sandal form, another example of classic influence. These are slashed generously; the mate-

rial is plain satin, matching the gown. The heavier brocade slipper finished its duty with the exit of winter, though sandals of silver and gold cloth may be worn with the summer evening gown. Cockades of tulle or straw replace the buckles and charm by their ownness.

Ye Gift Shop

17 NANKING ROAD
(New Address)

is showing some very fine Chinese Furniture, Curios, Lamp-shades, and Artistic Accessories which will add a touch of refinement to any home.

Also Necklaces, Jades and Specialties.

We extend you an invitation to call.

17 Nanking Road

"Rosemary—
That's for Remembrance"

Knit A Scarf For The Sweater

The industrious knitter is already busy with preparations for summer days, and when buying yarn for her sweater she will get a little more than is required for the sweater and knit herself a matching scarf.

The sweater and matching scarf are particularly smart when the former is of the sleeveless type. As a matter of fact, a band or other ornament for the hat, matching sweater and scarf, is not a bad idea.

The all-white sweater will be popular this season because of the vogue for very bright colored sports skirts, and naturally a bright hued sweater with a white skirt is tremendously good looking.

Knit wear manufacturers are offering very smart outfits, consisting of sleeveless, guimpe dresses with capes to match, but making one of these by hand would be rather an appalling task, even for the most industrious and ambitious knitter.

In the line-up of sports apparel, the striking plaid jacket or hip length coat worn with white or plain colored skirt is again approved, and there is practically no limit to the capes shown. Bold Tartan plaids are effectively developed into sports capes and cape coats, tweeds and homespun galore and basket cloth are used. Both plain and checked or striped flannels are good, and silk and wool jersey cloth are holding their own.

The New Sleeves

Novel and interesting sleeves may certainly be recorded as one of the high lights of spring and summer styles, and the range of types featured is very wide. Practically all sleeves, except those shown in strictly tailored or sports suits, flare somewhere, and not infrequently there is a generous width from armhole to wrist.

Sleeves of the peasant type, quite full, but drawn in to a narrow cuff at the wrist, are popular both in dresses and blouses, and variety is given to them by various slashings, so that the bare arm is visible. Sometimes such a sleeve is slit its entire length either on the inner or outer arm; sometimes it is fashioned of several strips or sections merely held together at the armhole and by the cuff, and again the sleeve will be slit from wrist to elbow only.

The leg o' mutton sleeve still attracts attention, but has not attained the vogue that was early predicted for it, and in formal gowns and handsome negligee garments wide, flowing wing sleeves are much featured.

Flannels Are Favored

Beautiful plain color, striped and checked flannels are very much used for all manner of spring and summer sports apparel. The materials that are recommended are guaranteed not to shrink or fade if carefully washed, and there is certainly a freshness about these flannels that is very pleasing. Many sports skirts are developed from the striped fabrics, and a popular finish for the bottom of the skirt is self-fringe—that is, the material is simply raveled to form a fringe and the edge overstitched or whipped with a fine thread so that it will not continue to fray and unravel. Sometimes a slip-over frock or a little coat matching the stripe will accompany the skirt, the two making up a clever little sports suit.

The Whimsies Of Fashion

Whether it just happened so or whether the French again succeeded in catching the psychology of political events as they have done it so often, nobody seems to know. The fact remains, however, that Irish green is very much to the fore with the Paris couturiers and milliners for the coming spring season.

The kiki frock, which is made in compliment to Lenore Ulric, who wears it. "Kiki" is a long waisted, full skirted model and bids fair to become popular with the sub-debs this spring.

If one is fortunate enough to have a bit of old Paisley among one's heirlooms, the spring frock can hold no terrors, for some of the choicest of black satin gowns are trimmed solely with Paisley bands.

Straw hats studded with sea shells are worn with sport suits at the ocean resorts by some of the smartly gowned women.

Panels can do as many tricks as the long tailed Marmoset. They are worn as side drapes, trains, looked up to form pockets and in some cases are used as sleeves.

Long coats of woolen material which closely resembles the steamer blanket are fringed at the bottom and hang in loose abandon like the London top coat. They certainly have a style all their own and the necessary warmth for the crisp spring mornings.

Furniture Styles

This is the season when, besides new clothing for oneself, the average person thinks of re-furnishing the home or at least buying one or two new pieces that will give the house a fresh, new look.

Wal-Shion & Co., one of the foremost furniture makers and dealers in Shanghai, has a complete stock of household furniture, with several especially good pieces which he has made, American fashion, for living and dining rooms and bedrooms. This house makes a specialty of fashioning furniture in accordance with the ideas of the buyer, as well as making furniture in exact duplicate of the furniture of any period, Old Adam, Jacobean, Louis XIV and modern.

Besides their modern "foreign" furniture, the house has a special department for the elaborately carved teakwood that is so essentially Chinese.

Colored Kerchiefs Make Vests

Did you get a lot of pretty colored handkerchiefs for Christmas? One girl, thinking such gifts too pretty for ordinary use, is wearing a few of them as vests, with her suit and sweaters. Maybe you have dainty collars that match the colors of the "hankys." Try the combination.

Unbleached Muslin Wins

Prairie Depot, O.—The girls of the senior class of the Montgomery Township high school here have voted unanimously to abandon the tradition of elaborate commencement outfits. They will have graduation dresses of unbleached muslin trimmed simply. The girls will add to the economy of the departure by making the dresses themselves.



Let Us Assist
You To Furnish
Your Home

From The Front Door
To The Attic

We are prepared to furnish your home with furniture which you will be proud to own. We can supply designs of any period or style at reasonable prices.

Ask Us For An Estimate

Wal Shion & Co.

14, North Szechuen Road

North 1726

Fashions And Follies Of The Eighteenth Century

The Daring Styles And Strange Extravagances Of Our Great-Plus Grandmothers Make Modern Eccentricities Of Dress Appear As Models Of Modesty And Conservation In Comparison

If you fancy sometimes, taking alarm from the social Cassandras and Jeremiahs, that the fashions and follies of the year 1922, with all their abbreviations, transparencies and jazzy latitudinarianism, are heading the world on the downward path to social perdition, consider these pictures and accounts of the follies and fashions over on John Bull's island a century and a half ago indulged in by our great-plus grandfathers and grandmothers. They are taken from an old book—Wright's "Caricature History of the Georges"—and give intimate glimpses into phases of the social life of that day that are usually overlooked, or considered insignificant by the learned and serious historians. The pictures are reproductions of caricatures by Gillray and other noted caricaturists, of the time who apparently found ample material for their satiric pencils in the fantastic tricks that fashion played in the world around them.

The general extravagance, the did chronicle records, showed itself in nothing more remarkable than in the fashions of dress, which furnished a subject of never failing satire from the earlier part of the reign of George III to the middle of that of his grandson. The hoopskirts had been a subject of scandal in the time of George I, but the circular hoops of that period were moderation itself in comparison with the extent of robe given to the ladies of the following generation. At the middle of the century the hoop began to be made of an oval form, instead of circular, and an immense projection on each side of the body made some of the caricatures of the day compare a fashionable woman to a donkey with a pair of panniers. The unsightliness of the costume was increased by the use of a loose flowing robe called a sack. The great outcry at this time was occasioned by the practice of leaving too much of the neck and shoulders bare and wearing the hoop-petticoats too short. A poetical description of

the ladies' dresses of 1773 directs:

Your neck and your shoulders both naked should be,
Was it not for Vandyke, blown with cheveaux-de-fris!
Make your petticoats short, that a hoop eight yards wide
May decently show how your garters are tied.

MOUNTAINOUS COIFFURES

But the attention of the artists was shortly to be called from the garb of the body to that of the head. Hoop petticoats disappeared early in the reign of George III and were followed by enormous head-dresses. With the commencement of the reign of George III hair dressing became an intricate and difficult science and was made the subject of several elaborate publications.

To raise up the lofty pile of hair and fill it out with materials to give it due elasticity, to arrange the vast curls that flanked it, and to give grace to the feathers and flowers with which it was crowned, was not within the capacity of every vulgar coiffeur. The interior of the mass which rose above the head was filled with wool, tow or hemp, and the quantity of pomatum and other materials used with it must have produced an effect calculated to disgust all who were not absolutely mad upon fashion.

The caricaturists, as might be expected, were busy with these monstrous head decorations and they did their best to improve upon the originals.

When caps came in fashion to cover the immense heaps of hair, these were equally remarkable for their extravagance, rising high above the head and spreading out at the sides into a pile of ribbons and ornament. One description of cap or bonnet continued long in favor. It was called a "calash" and is said to have been invented by the duchess of Bedford in 1765. The "calash" was formed like the hood of a carriage and was strengthened with whalebone hoops, so that by means of a

string in front connected with the hoops, it could either be drawn forwards over the face or thrown backwards over the hair—a sort of 1-woman top, to paraphrase a modern motor phrase.

For some years preceding the French Revolution the dress of the English ladies of quality was distinguished by a superfluity of dimensions and a stiffness of form that went, as usual, to the limits of ridiculous extravagance. The artificial mass of head-dress had been by this time discarded and the natural hair had been allowed to form the chief ornament of the head, though it was

and, in time, passed to make way for new extravagances. But the change was to extremes more daring and startling in their effect—from too much the volatile creatures went to too little. With the opening of the revolutionary period the costume of the ladies of the smart set underwent a very remarkable change in two striking peculiarities—the extraordinary stiffness and redundancy which had characterized the dress of the preceding period was suddenly changed for extreme lightness and looseness, and the waist, which had formerly been long, was diminished until it dis-

Even Children Are Wrapped In Capes



Capas and hats must match is Fashion's edict for children's clothes, and proud, indeed, are the children to wear the outfit "mother is wearing." The navy wool cape gathered into round collar is bound in red and boasts

a hat made especially for it. Taffeta makes the elaborate dress-up cape and bonnet, embroidered and uniquely trimmed with potted double ruffles of the taffeta.

now frizzled into a bush shape, and covered by enormous broad brimmed hats. The dresses projected into fore and aft "bustles" that made it extremely difficult to determine at a distance whether a woman was coming or going. This costume, which could not imaginably have been less graceful or more absurd, soon became the object of ridicule by the versifiers and caricaturists

appeared altogether. The "bustles" and the "bustles" disappeared also. The bosoms, instead of being thickly covered, as in the former period, were now left entirely bare, the robes hanging loosely from below the bosom, with the thinnest of petticoats only beneath. A turban of muslin was wrapped around the head, surmounted with one, two or three very high feathers,

and often with straw, the manufacture of which had now been carried to great perfection.

It appears to have been in 1794 that this fashion first reached so extravagant a point as to become an object of general ridicule and the caricatures of dress during that and the following years are very numerous. A caricature by Gillray, entitled "The Graces of 1794," shows a woman wearing another personal ornament in vogue among the ladies of that time—a watch of huge dimensions, with an enormous bunch of seals, suspended from the girdle. Referring to the disappearance of the waist line, one of the popular songs of the day ran in this fashion:

"Have you seen my body?
Sacrificed to modern taste,
I'm quite a hodge-doddy.

The fashion of light covering and exposure of the lines of the body was pushed to further extremes at the beginning of 1796. In the caricatures of the period the body is represented as covered with little more than a mere light frock, disclosing every movement of the limbs. And not content with the paucity of material, the ladies had their frocks made of materials of such a transparent texture that often the tie of the corset and the outlines of the form beneath were plainly visible.

With the dawn of the nineteenth century, the general dress of the ladies of fashion approached nearer the natural form of the body, but there was still an outcry against its transparency and in the winter of 1800 the weather seems to have brought about a reform that popular criticism and ridicule had been unable to accomplish. The extreme rigor of that season forced the ladies "to cover their bosoms and to adopt linings and petticoats of a comfortable quality under their robes," as evidenced by another of Gillray's pictures entitled, "Boreas effecting what health and modesty could not do."

GAMBLING WAS POPULAR

Straw was coming more and more into vogue and was more especially used in the head-dresses, and in the out-of-doors costumes, and sometimes so profusely scattered over the head and body that a print published at the time represents a fashionable woman under the title, "A Bundle of Straw." It was at this

period that straw bonnets came into use.

The frivolity of manners and styles which gave rise from time to time to such exaggeration of bad taste in dress, was no less frequently exhibited in other paths of life, not only among the votaries of fashion, but through a large portion of society. Routs and balls had become objects of profuse extravagance; masquerades were revived and became again the fury of the day; gambling and intriguing formed the chief occupation of immense numbers in all classes of society. No single vice was contributing so much, says the historian of the caricatures, to demoralize the nation as the passion for gambling, which ran through all ranks of society, but which was carried to an extraordinary pitch in fashionable circles. It was well known that ladies of rank and fashion in the world associated together to support their private extravagance by wheeling young men to the gaming table and stripping them of their money in the manner professionally termed "pigeoning." Faro tables for this purpose were kept in the houses of some of the aristocracy. Three ladies in particular enjoyed this reputation—Lady Buckinghamshire, Lady Archer and Lady Edgumbe—who, from this circumstance, became popularly known as "Faro's Daughters." Numerous of Gillray's caricatures have preserved the features and renown of this notorious trio of the world of fashion.

So far, however, from the masquerades being checked by this scandal, it was at this time that the rival and splendidly equipped Pantheon in Oxford street was

opened, and for several years the two establishments emulated each other in magnificence and gaiety, although Mrs. Cornelys became involved in financial difficulties and was eventually closed.



Easter Candy, Cakes and Novelties
all Fresh and Strictly First Class.

THE SUGARIE

Next Door (Close) to the Apollo,
58 N. Szechuen Road—North 2988

OF COURSE YOUR HOSIERY

will receive the same careful attention that was bestowed upon the rest of your Easter things.

PAGODA BRAND

FINE SILK AND LISLE HOSIERY

will win your approval. Fit, Style, Quality, Price
all will delight you.

Wears as well as it looks. Looks very well indeed.

CHINA COTTON & SILK WORKS

A 135 Szechuen Road

(Near the Y.M.C.A.)

Heirloom Plate

ARRIVED PER R.M.S. "EMPRESS
OF RUSSIA"

SILVERWARE DE LUXE

HOLLOWWARE

Baking Dishes
Bon bon Dishes
Bread Boards
Bread Trays
Butter Dishes
Cake Plates

Candalabras
Candlesticks
Child's Cups
Coffee Sets
Crumb Sets
Casseroles

Dessert Sets
Egg Sets
Entree Dishes
Flower Baskets
Fruit Bowls
Gravy Boats

Meat Platters
Muffin Dishes
Pie Plates
Roll Trays
Sandwich Plates
Tea Sets
Waiters

THE SILVERWARE OF DISTINCTION

TABLE FLAT-WARE

Table Spoons
Table Knives
Table Forks
Dessert Spoons
Dessert Knives
Dessert Forks
Tea Spoons (large)
Tea Spoons (small)
Coffee Spoons
Fish Knives
Fish Forks
Fruit Knives
Fruit Forks
Butter Spreaders
Butter Knives

Sugar Shells
Sugar Tongs
Olive Spoons (long)
Pickle Forks (long)
Berry Spoons
Salad Spoons
Salt Spoons
Mustard Spoons
Orange Spoons
Bouillon Spoons
Platter Spoon
Jelly Spoons
Jam Spoons
Baby Spoons
Vegetable Spoons

Pastry Forks
Cold Meat Forks
Salad Forks
Berry Forks
Sardine Forks
Tea Knives
Tea Forks
Lettuce Forks
Child's Knives
Bread Knives
Jelly Knives
Jelly Server
Pie Knives
Pie Server
Cheese Server

Tomato Server
Fish Server
Food Pushers
Nut Picks
Nut Crackers
Cream Ladle
Gravy Ladle
Oyster Ladle
Medium Ladle
Beef Carvers
Game Carvers
Soup Spoons



From Generation to Generation

Heirloom Plate, is
Guaranteed Unconditionally.

Manufactured by
Canadian Wm. A. Rogers Limited.

Heirloom Plate is the Choice of those who are
influenced by beauty of design and intrinsic worth.

On Sale AT THE OFFICES of the SOLE AGENTS:—

HARVIE, COOKE & CO.

13 HANKOW ROAD

SHANGHAI

An American Girl Sees Princess Mary

England's Royal Bride Is Just Like Wholesome Schoolgirl, She Says

BY LILLA DAY MONROE

"Can you curtsy?"

"Then do it! We are meeting the Princess Mary." And the king's farmer, William MacWilliams, turned around quickly to attend to his own manners and I tried to shift the inevitable notebook, while I devoured with my eyes the swiftly oncoming little party of Princess Mary and her two aunts, or attendants, who were taking a canter through the grounds of Windsor castle.

Her long dark braids hung down her back and she looked much like one of our own schoolgirls who are athletic and whole-somely well set up. I was repeating those lines of somebody's to myself and got as far as, "And as sweet as English air could make her," when they were abreast and I was looking frankly into the eyes of the princess.

And did I curtsy? Oh, for mercy's sake! I forgot it. I know I made some little genuflection of the body, but not what I intended all along to do. Why, I was going to do the real thing just as I had learned it at dancing school.

But I did curtsy in my heart, for I had heard much of the wonderful little princess during my stay at the farm for a few days, just preceding the breaking out of the world war.

We heard much of how rigorously and carefully she was being brought up, trained in all the arts of being a thorough English gentlewoman, the daughter of a queen and the granddaughter of Victoria.

MUST HAVE PRIVACY

"The king's standard flies from the castle this morning. Have a care where you walk," was the text of Mr. MacWilliams's admonition to us, for the flying of the standard notified all that the king's party had arrived from London for a few days at the castle, and that all of the grounds around must be kept strictly

private. This was not merely a precautionary measure, but it was the deference that all of the attendants, of whatever degree, showed to the king, who was not only their employer, but their beloved sovereign as well.

It was, too, a courtesy which all right-minded folk extend to those who crave a degree of privacy in their own domain. The king of Spain and many nobles were at the castle. We were to keep out of sight, not pry into the doings of the king's party nor spy upon their goings and comings, but to mind our p's and q's most assiduously lest we bring condemnation upon our generous host.

And here we were—right in the path of the princess, in a little private road, a short cut from the Victoria model dairy back to the farmer's residence, and where we would not have been under any circumstances had we known that the princess might have chosen that way to return to the castle.

Or, rather, they were returning to the cottage at Frogmore, where the princess was quartered, as she was not out in society yet, therefore could not be part of the royal party at the castle.

With her at the cottage was the dear little Prince John, the idol of the servants, his governess and the retinue of his attendants.

Many were the escapades told of the little prince, who demonstrated every day that he was a regular boy, and had outgrown his governess, whom he dearly loved, but whose chaperonage filled his boyish soul with rebellion. He wanted to be free to go and come as he chose.

THE PRINCE'S BAD DAY

One evening at dusk we were gathered in the Victoria drawing room, a long room annexed to the farmer's residence, where Victoria, owing to her advanced age and physical infirmities, would often stop and rest, and perhaps hold a short consultation with whomever of her ministers were making the tour of inspection with her, when we heard a shrill childish treble singing most lustily.

The air? We got it before the words. Why, I murmured—"My Country 'Tis of Thee." Someone

smiled a bit ironically. The smile said, "Now, isn't that just like an American?"

"God save the king," the little voice piped as he drew nearer. "God save the king," murmured the farmer tenderly.

It was the little Prince John all alone on the highway leading to Frogmore and as happy as a king because he had eluded his attendants for some precious hours.

The day had been more than a bit worrisome to the little prince. He had, as we say here, gotten up on the wrong side of the bed. He had thrown his bicycle from the footbridge into the morass, whence it had to be retrieved at great difficulty amid much glorious mud and muck, and he had the lordliness and kingliness that dismissed his attendants with all his eight years of reign could command. Besides he had enjoyed the unheard-of privilege of shouting in the dark to the king's physician, "Oh, hello doctor," and had known that the doctor was left gasping with incredulity when he found out that he—little Prince John—was about, at that time of night without an attendant.

READED TO BECOME A QUEEN

You may understand how those little escapades of Prince John have been told and retold since his death by a loving, idolizing lot of people who loved him for his boyishness, his promise of future manhood, and not merely because he was to them the little prince.

And now isn't it a blessed thing that the war did not upset any of the romance—the aged-old institutions which make this life worth the living—marriage and the giving in marriage.

Her royal mother, Queen Mary, was carefully, prayerfully educated in the graces of a queen by Victoria, who wanted Mary sometime to be queen.

To the mind that sees in royalty only the outside trappings of power and the display of wealth, leisure and aristocracy there comes no conception of the painstaking way in which the two Marys, Princess Mary and her queen mother, were reared.

The king's farmer loved to tell how the queen would stop him, perhaps by the roadside, ask him about the hay, the pasture, land, the cows, the trees, showing that she had a comprehensive grasp of all things pertaining to Windsor farms.

A tree had to be replaced among those bordering the long walk leading from the castle to the copper horse. Shakespeare immortalized one of them—Hermes Oak. Her majesty was concerned

Smart Simplicity Characterizes Spring Hats



Henna straw cloth makes the first with the small roll brim trimmed only with a twisted ornament of henna silk. The vogue for streamers and fringe could scarce be more daringly emphasized than in the second close fitting hat of wide gray ribbon. The beauty of contrast is emphasized by the third charming hat of periwinkle blue faille with a brim of tiny white feathers.

As to color, the rage of bright shades is particularly engaging in millinery this season; many small hats are solid red, and many of the darker hats are relieved by red. Wood tones, mauve and rose shades make a rather subdued background for the occasional more brilliant red and cherrish green, which are also very smart.

Periwinkle blue is loveliest, developed in blue faille, and faille is oftenest noted in this color, through white faille hats are at present very popular.

As to trimmings, masses of flat flowers crushed close together, veritable orchards of glistening fruit, pompons of wool and various feathers, quills lacquered and natural, feathers of all kinds,

and ribbons as rushings and bands. The drooping or waterfall arrangement of the fruit is its most effective use.

Many lacquered birds are much favored as a trim for the new helmet shaped toque, poised all around the hat.

Cire satin and changeable taffeta make other fabric hats. Fine milan hats in every color are exceedingly smart and hair cloth, though scarce, is eminently desirable. All-over straw cloths are very popular. Horse-hair braid will be much used for summer because of its sheerness and its suitability to summer frocks.

There is a brim, or a suggestion of a brim, however brief, in spring hats; even the off the face models show a visor effect that shades the eyes and is usually more becoming than the abrupt flaring brim.

Figured sports silks and taffeta checks are used in unusual models combined with straw braid. Sometimes the bright colored silk drapes itself into a crown and sometimes it forms a fringe scarf effect.

about the tree, the manner of planting, just as you would be in regard to a shade or ornamental tree in your dooryard.

And in all this housekeeping lore the womanly, wisely concern that embraced a kingdom upon which the sun never sets, Princess Mary is past mistress.

Of course, she had no time to do her hair up high and have beaux during her busy girlhood; she was following in the footsteps of her illustrious grandmother, who did not believe in the early ripes, and the princess is row a woman nobly planned, royally, gently, industriously reared. And with perhaps more namesakes than any other of the royal family.

Can Dame Fashion Tame The Flapper?

She is ravishing in breeches. Her permanent wave is perfection. She wrote the book on driving a car. And plays advanced auction. Her damns are delicate. Expertly flicking her cigarette ash. Insolent and intriguing. She pets and is petted. Pout! Moralists—Miss 1922. —Kate B. Burton in Judge.

The flapper is in the spotlight. The insolence of youth, her bobbed hair, her hands jammed in her pockets, her stalling walk and her stuttering talk, her short skirt and her flapping galoshes have challenged the world. Mme. Grundy is going to change the pert little figure into something as demure and sweet as a wild rose. But powerful as Mme. Grundy is she had to call in allies, which is another way of telling the strength of the flapper. Dr. Percy Grant Stickey's criticisms have aroused mothers of the smart set by his array of charges against the youth of today. Did not the rector of Grace Church ask the Colonial Dames of New York to ostracize the young men and women who were slangy in speech, lacking in ideals and who "danced without regard to decency?"

A CAMPAIGN ON THE FLAPPER

Leading women in New York's social and civic world, which includes widely known women in the Parents' League, will devote a month, beginning March 22, to teaching the flapper not to flap. All the burden of effort and propaganda will be devoted to interpreting "good taste" to the young girl. She will be taught to be herself, to walk, talk and dress correctly.

The designers, the dressmakers, the shoe manufacturers, the dancing teachers, even the corsetiers are called to the rescue of this bright bit of youth.

The decided stand against jazz is but one of the waves of reform which threatens to engulf the flapper and cast her on a higher and safer shore a much clothed and modest bit of femininity.

"Youth must be served," has been truer in fashion's realm than in the wrestlers' ring. Styles were created for the young women and the old ones aped at

youthfulness. Now Dame Fashion proposes to turn the hands of the clock back to 1915 silhouette, 1915 skirt lengths and bodices. The campaign is nation-wide of one month's duration. Fashion and mothers have a powerful ally in Queen Mary who long ago spoke out her approval of long sleeves, high bodices and long skirts. England and France have a "flapper problem" as well as sprightly U. S. A.

Lavinia is a leader in modest dress for young girls, and see what Dame Fashion offers—an evening frock with a rather high round neck; a skirt, full and flowing, reaching to her ankles, and some sort of a sleeve to cap the shoulder if it is only the lace of her bertha. The exhibitions of dress for the young girl will call attention to a petticoat of non-revealing thickness and a princess slip double paneled. Some sort of a girdle will be recommended. Not a steel-ribbed affair but a short, form-confining corset of elastic and batiste. No filmy underthings will be on display.

A CHILD IN FRILLS

Consider how charming your own little Betty will be in a white organdie made over coral silk, very tight as to bodice, full-skirted, a skirt scalloped around the bottom and garlanded at the waist at the girdle in silk flowers. The lattice patterns of black velvet ribbon on taffeta and a lattice of taffeta piping are revivals of the day of conservative tastes.

No one can look at the lovely gowns of silver cloth, tulle and fine laces and believe that the flapper is the loser by Fashion's edict of "Modesty in dress." Fashion hopes the flapper's sense of fitness will bring demure manners with these new trappings.

For the street the young girl has the choice of all modes. For her especially is the short box coat, worn with a skirt securely sewed to a craps de chine or broadened silk blouse. No georgettes, no nets for her—she's to be modest from head to foot.

Sweaters and tweeds for sports, hose nontransparent, shoes for health and blouses of dimity and gingham.

NEW STYLES ARE LOVELY

In colors she revels: Apple green, red, lavender, blue and warm tones of brown are all for youth. The dash of gay scarfs

is conceded to this much spoiled child of the age.

Some of the wide streamers of the box coat models are faded in brilliant colors and in Paisley prints; others are trimmed in bands formed by using rows and rows of narrow crepe ribbon or colored leather. One model of this type is trimmed in narrow rows of shiny red leather around the coat bottom and the sleeves and is worn with a gilet of the same shade of red. One-piece dresses with the cape attachment are new and youthful.

Who better can wear spring's lovely flowers than the young girl. A poke effect of lachrymated in black with a garland of your favorite posies about the crown and with a blue bow drooping at one side gives a youthful effect. Rag straw with the front brim upturned and incrustured with red currants lends a striking combination when used with a touch of black velvet ribbon. What can be more charming than a soft blue hat with a rather wide brim faced in the palest of lavender and trimmed with sweet-faced little pansies of blue and lavender tones.

Try ribbons. Tiny silver edged ribbon in vari-colors shirred in round pinwheel design on an off-the-face brim with a cluster of ribbon ends falling at one side will be youthful and flattering to the young miss. The pink hat trimmed in black ribbon, which is the Parisian favorite of the moment, should be becoming on a dark bobbed head. Some of the dress hats of horsehair brains are trimmed only with a band of ribbon about the crown. Who could attempt this but a young girl in her teens or one who still wishes to be considered in her teens?

When the month's campaign is over will the flapper fly farthest who flaps in new restraint?

Toronto Typos Balk At Import Measure

Toronto (Special).—Recently the Dominion Government rescinded the regulation requiring that all imports to Canada should bear the name of the country of origin. This action has stirred up the Toronto Typographical Union to such an extent that their president, Andrew Gerrard, has gone to the capital to find out the reason for the government's action.

Union officials say the maintenance of the old regulation means \$5,000,000 annually to the printing industry in Canada.



Walk-Over Easter Suggestions

Chosen by Smart Dressers

Because of their style correctness, dependable quality and delightful feel,

If you wish for a note of individuality in your dress, we advise you seeing our display of Walk-Overs for spring.



Kayser and Phoenix Silk Hosiery
Walk-Over Shoe Store

24 Nanking Road



LANE, CRAWFORD & Co., Ltd.

SPECIAL EASTER SHOWING IN THE
DRAPERY DEPARTMENT

Tootal Fabrics in Tobralco, Pique and Shirting
for Ladies and Childrens Wear

GOLD AND SILVER LACES

Fancy Voiles

Ratines

Sponge Cloths

Organdies

Ladies Boots and Shoes

Lissue Handkerchiefs

Silk Sport Jumpers

Lisle and Suede Gloves.

NEW MODEL HATS

NOW SHOWING

In the Millinery Department

A BEAUTIFUL COLLECTION
OF SMART HATS WILL BE
EXHIBITED TOGETHER WITH
ALL THE NEWEST SHAPES

Plumes, Ornaments, Ospreys, Trimmings,
Smart Vells and Veilings.

Dress Linens

Haircords

Georgettes

Silk & Satins

Silk and Cotton Hose

Cire and Fancy Ribbons

Beaded Trimmings

Coloured Laces.

"Tarantulle" for dainty home sewn lingerie.
Standard, fine, and superfine.

LANE, CRAWFORD AND COMPANY, LTD.

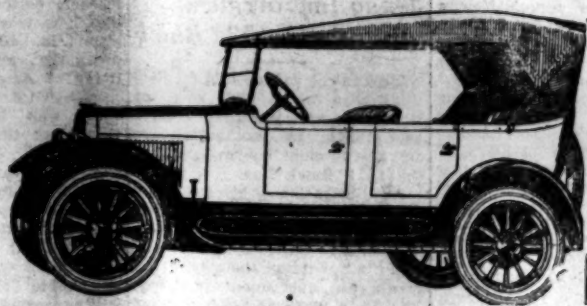
NANKING ROAD

'PHONE C. 3463



THE CHINA PRESS, Sunday, April 9th, 1922

AUTOMOBILE SECTION



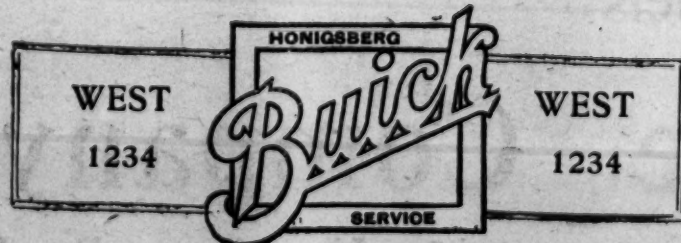
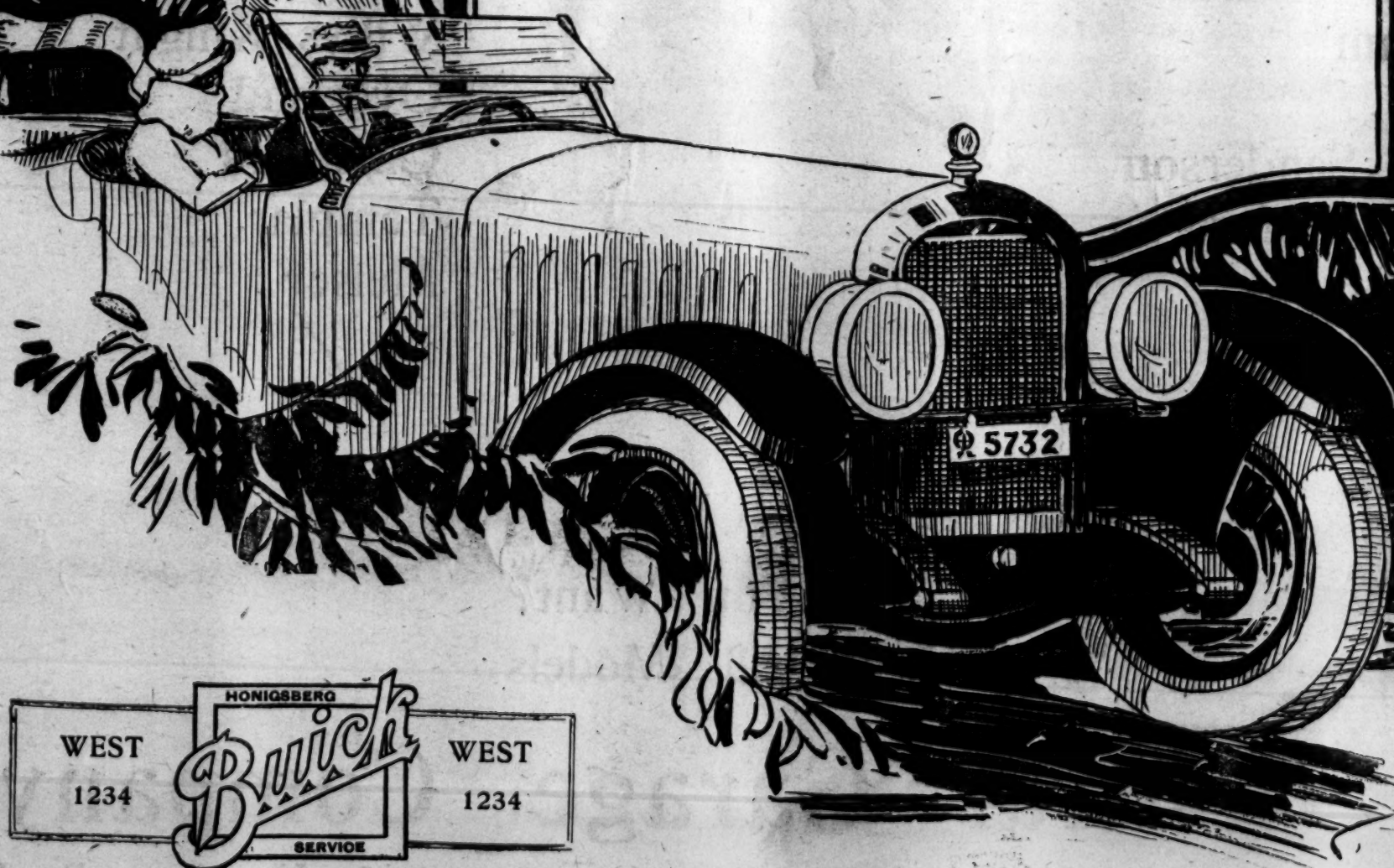
BUICK - FOUR

1922 MODEL

ALWAYS

Shanghai's Most Popular Car

H. S. HONIGSBERG & Co., Inc.
TIENTSIN SHANGHAI PEKING



The Motor Bus And Its Future

Growing Importance Of Commercial Passenger Transport And The Part It Is Destined To Play In America's Transportation System—Essentials Of A Satisfactory Bus

BY EZRA W. CLARK

Today, not an inconsiderable part of the freight tonnage of America is carried in the great American fleet of one million motor trucks and these trucks are specially designed and built for the particular service they are to perform in the transportation of freight.

Nineteen twenty-two finds the automotive industry on the threshold of a new development in the field of automotive passenger transportation. The slowing of the wheels of industry slowed the pulse of the motor truck sales. The ceaseless drive for new business by motor truck sales managers developed a virgin fallow field. They discovered that traction facilities in the great cities had not kept pace with the growth of city population and that the automobile had increased the suburban residential areas of all American cities. These new outlying sections were crying for transportation facilities. What was more natural than the conversion of standard truck chassis into passenger-carrying commercial vehicles by the use of special motor bus bodies?

The wide use of the motor bus has clearly demonstrated that a specially designed and built vehicle is needed for this specialized field of passenger transportation. So now many of the leading motor truck manufacturers are seriously considering the designing and building of special chassis for motor bus service. More than 25 traction companies are now using motor buses either to supplement their present service or to extend their facilities into outlying residential districts. Thousands of independent motor bus lines are operating between towns and cities throughout the country. It is not too much to expect that 1922 will see the automotive industry reaching out into this field of practical service and providing our cities with adequate motor bus transportation.

Grover A. Whalen, Commissioner of Plants and Structures, New York City, who has made a careful study and analysis of the transportation needs of New York, believes that the motor bus will be the principal factor in solving the passenger transportation problems of America's greatest city. In an address on this subject he says:

"Let me say emphatically that the trolley car can be relegated to the limbo of discarded things, along with the stage coach, the horse car,

and the cable car; that the motor bus is the vehicle best adapted to the requirements of surface transportation in cities; that the motor bus is superior in speed, adaptability, safety and comfort, and it figures less than the trolley car, only in cost; that the solution of the transit situation in this city will ultimately resolve itself into the subways and elevated lines carrying long haul north and south bound traffic and the buses, with the street cars eliminated, carrying people cross town and limited distances north and south."

Problems of motor bus development fall naturally into two fields of activity. The adequate facilities possessed by the motor-truck manufacturers of America indicate that they are the logical ones to handle the problems of manufacture such as designing, building and equipment.

The personnel of the various traction companies have been experienced in the handling of passenger transportation and would naturally be the ones to handle problems of operation in the motor bus field. It would be a grievous thing if this new industry should develop antagonism between these two fields of activity and bring competitive strife into a new industry that can do so much for the advancement of American prosperity and can contribute so much to the comfort and convenience of the American public.

Six months ago no less than 25 traction companies were operating motor bus equipment in conjunction with their regular service (supplementary to their track service or as an extension into territory beyond their lines). The average capacity of the buses operated by these traction companies was 21 passengers. The last six months, for which statistics are not yet available, have seen a very large increase in the use of motor buses by street railway companies.

It is estimated that there are now in service in United States over 20,000 motor buses. Many of them are in operation by small independent companies and there is as yet no adequate organization binding them together and no way by which complete data can be gathered for comparative purposes. California using motor stages, a phase of motor bus transportation governed by the peculiar local conditions, carried last year millions of passengers over definite routes on fixed schedules at standard rates.

A union stage depot in Los Angeles was created to care for the traffic of the Motor Transit Company and associate lines. It performs for the motor stage passengers all of the functions performed by the ordinary railroad depot. More than six million passengers will use this terminal this year.

The astounding growth of the motor stage system while it has diverted travel from other transportation channels, is really due to the splendid facilities for quick and efficient travel which it affords.

England has led the world for years in the use of the motor bus to handle heavy city traffic. One of the first things that struck Lord Northcliffe, the eminent British publisher, on his recent tour of America was our tardiness in this respect. American cities were lagging far behind those of Europe, where motor bus transportation has been established on a high standard. He pointed out that in London, during the rush hours, motor buses provide practically continuous ideal service.

The Fifth Avenue Coach Company in New York and the Detroit Motor Bus Company have demonstrated that efficient, safe and profitable motor bus operation requires a specially designed and built vehicle. Other cities have demonstrated the unprofitableness of the makeshift converted motor bus.

Safety, comfort and efficiency are prerequisites and fundamental factors in successful motor bus operation. The desirable points may be concisely stated as follows: There are certain elements of safety that are determining factors in motor bus construction; factors which will influence and often designate component parts entering into design and construction. We note the following:

This provision is essential and is not present when a regular truck chassis is utilized; besides the sanctity of life, each passenger represents a potential loss of \$10,000 in case of fatal accident.

Brakes must be adequate; much more ample than ordinary truck chassis equipment; each pedestrian and passing vehicle represent a damage suit in case of accident.

A wide tread must be provided in motor bus construction. Where buses are to be used on improved streets and highways, the front wheels can have standard tread and the rear axle special wide tread; this with a low type chassis con-

struction and consequent low center of gravity will insure a maximum tipping angle.

Great care must be exercised in motor bus construction so as to provide for the adequate elimination of monoxide gas which, in a confined space, is dangerous to health and exceedingly disagreeable to motor bus passengers. Many motor buses utilize the exhaust gases for the heating of the bus. Gas tight and fool-proof heaters must be provided.

Motor buses must be built to operate at a profit. Efficiency is no less essential than safety and comfort although the history of some bus companies would lead one to believe that this had not been given due consideration in designing.

Gasoline is the second largest item in the cost of operation; it must be conserved. One large successful company averages 9.5 miles per gallon of gasoline on all buses for one year. This company's gasoline bill totals \$500,000.

The margin between profit and loss is often small and the most successful bus companies keep a very large percentage of their equipment in continuous service. The Fifth Avenue Coach Company has 98 percent of its equipment in service during the rush hours. Ease of lubricating is most desirable. Accessibility of parts is essential.

Not only must motor bus design provide for low operating costs but it must also insure low maintenance costs. Costs of annual overhauls are expensive in labor and material and also in time vehicles are out of service.

Many Improvements Made In 1922 Buick

Mechanical refinements facilitating adjustment and care of working parts, including greater accessibility to mechanism, are among the chief improvements in the 1922 Buick line.

An illustration of greater accessibility is the new special petcock oil drain on the lower half of the crank case. This is operated by a handle on the side of the crank case, just under the hood. The drain plugs at the bottom of the crank case can thus be operated from within the car, thereby eliminating the necessity of crawling beneath the car to perform the same operation.

Water may be drained from the radiator in much the same way by simply turning a handle inside the hood.

On the Buick enclosed cars the battery is now as accessible as it is on the open cars, being reached through a small door in the floor board. This simplifies testing the battery.

John N. Willys Sees Revival In Auto Trade

1922 Promises To Be Year Of Normal Production, Says Overland Chief

In a recent interview John N. Willys brought out the following points on this year's business prospects.

The automobile as an accepted vehicle celebrated its 21st birthday in 1921. The automobile industry found that this age of majority brought new problems of business adjustment.

In solving these problems in 1921, the industry made its most notable advances in placing sales and production methods upon sounder foundations. The establishment of these new standards in sales and production administration brought the industry through the year in far stronger condition than many anticipated.

The courage and resourcefulness of America's bankers and business men in sustaining the motor car industry deserve the admiration of every American. When it is remembered that the automobile industry today provides employment for the heads of very nearly one million American families, as well as taking a large share of the production of such allied industries as the leather, cotton, textiles and the like, one may judge the part it plays in advancing America's prosperity, and the standard of living of America's citizens.

EXPECT NORMAL YEAR

So well has the automobile trade met the difficulties of re-adjustment during 1921, that the world can continue to look to America for the best in automotive transport. Moreover, because the automotive industry is the faithful barometer of all business, it can now be said with reasonable confidence that 1922 will approach "business as usual."

For 1922 promises to be a year of normal production.

"Naturally," in reaching conclusions on the production plans for 1922, the officials of the companies in which I am interested directly, have given me my more specific data," says Willys. "My contact with the leaders in the industry has given facts confirmatory to the information gathered by the sales executives of the Willys-Overland interests, but for purposes of discussion I am not justified in reciting proofs

other than those bearing upon the operations of Willys-Overland.

"Willys-Overland manufactures two cars, the Overland, selling at retail at \$595, and the Willys-Knight selling at \$1,525. We will produce this year a new seven-passenger Willys-Knight-model that will sell at a low price. Thus we are studying each class of motor car purchasers—that desiring a low-priced car and that class which seeks the middle-priced car of best grade and fine materials and finish.

SURPASS PREDICTIONS

"It is through a study of all classes of the motor buying public that one best obtains a basis for discussing the probable automobile sales in 1922. Of course, one may err, one way or the other, in naming figures, but the majority of manufacturers, because of the slackened sales in the latter half of 1920 and 1921, will err on the conservative side.

One of the best prepared analyses of the probable market I have ever seen was that laid before me at the opening of the year 1920. It was prepared by independent agencies quite outside the automobile business. Its final conclusion stated that used cars to the number of 1,500,000 would be replaced with new cars during 1921. Yet our most recent figures show that final figures at the close of 1921 will show approximately 1,700,000 cars replaced. And, in passing, it may be said that there were many manufacturers who thought that the United States would do well to absorb an even million of new cars in the year. After all, it is difficult even for our most experienced sales executives, to truly realize the amazing power within the boundaries of this great nation of ours.

"The opening of 1922 sees dealers' stocks lower than they were a year ago. There are several explanations for this. It should be recalled that following the first price cuts in automobiles in September, 1920, manufacturers did their utmost to stabilize the market for at least the first half of 1921. As a result many of the most popular cars, offered to the public in 1921, carried a price guarantee up to June 1.

"A public fails to buy normally when it feels that its income is uncertain. Unemployment has been reduced so generally now that the feeling of confidence in income has returned. As a great portion of automobiles purchased from now on will be on the partial payment plan, it can readily be understood that sales will increase as this feeling of assurance in income becomes even more general."

This was a protection to the public and to the dealer, but it resulted in slower sales, because the belief gained circulation that cars should not be bought until after that date.

OCTOBER HEAVIEST MONTH

"The record for 1921 shows that the great bulk of sales came after June 1, although in any normal year the majority of sales are made in the first six months of the year. The rush of business experienced by the more popular cars in the latter part of the year was surprising to many. Willys-Overland had a big business in September, and a larger business in October. In fact October was the largest October in point of sales and receipts in the history of the company. November also made a record, and the company failed to fill all orders for December delivery.

"This rush of business has depleted dealers' stocks. Our figures show that we have less than half the number of unsold cars in dealers hands that we had a year ago.

REPLACING IS HEAVY

"Without going into any detailed discussion of the history of automobile sales and how conclusions may be drawn from them, I would point out that motor car owners in the past two years have not replaced worn cars with new ones at the same rate that they did in previous years. It is true that they had better automobiles, and that through better service methods and better understanding of automobile mechanics, owners have taken better care of their machines.

"But there is a great replacement trade that normally should have been felt in 1921 that will be evident this year. Moreover, prices have been readjusted. The new series Overland at \$595 sells at the lowest price for which an Overland ever sold. And most cars are today at a 'right price.' Buying power is felt on every hand right now in more pronounced form than in months past.

New Type Cars Win Approval Of Motorists

In entering what has been predicted as the greatest year in the history of the automobile industry, Studebaker has created untold interest in the announcement of new models and new prices.

In designing the new models throughout Studebaker engineers have placed foremost still greater beauty of body, added comfort and the improvement of the power plant and other mechanical parts. The new bodies of the cars are entirely built in the great Studebaker factories. Roominess for both driver and passengers has been taken into consideration with such mechanical features as long, resilient springs, even distribution of car weight, easy gear shifting, clutch and steering operation, and the convenient placing of control instruments.

"The sales of several Studebaker cars of the new models have already been consummated," declared Studebaker representatives. "What the public is looking for in the 1922 models has been studied with great care by the Studebaker engineers, and the extent to which they have progressed in giving unlimited and economical power to the quiet power plants is a great improvement over the earlier Studebaker models. The mechanical design of the car and especially of the new type single plate disc clutch have created a great deal of comment.

"Each unit of the new cars has been designed and manufactured with long life as the determining factor and to work in complete harmony with every other unit of the car. That is why Studebaker cars are being built complete in their great factories."

BUICK'S HIGH MILEAGE

James A. Bell, 60 years old, and wife have a claim to the United States trans-continental travel record. They have made trips across the continent every year since 1914 in Buick cars. The first two trips were made in four cylinder Buicks and the last five in the same 1916 Buick Six. In all these 50,000 miles but one small part was replaced, caused by an accident resulting from pulling another car out of a hole.

English Cars

Sunbeam
Austin
Angus Sanderson
Morris Oxford
Wolseley

American Cars

Willys-Knight
Overland
Chalmers
Templar
Meiser

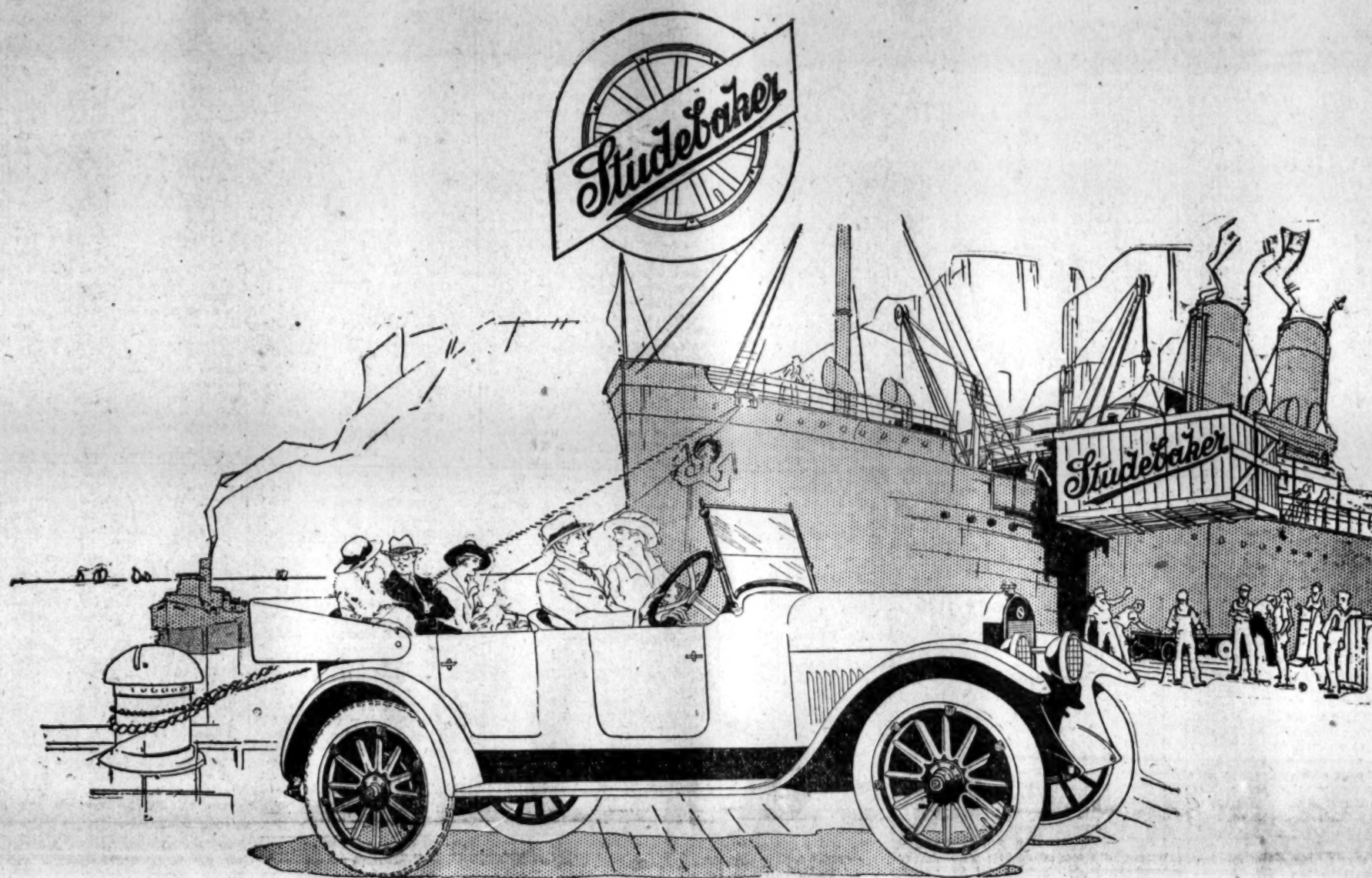
Which Do You Want?
We Have All Models

The Central Garage Company

C. 6001

9, Hongkong Road

This is a Studebaker year!



The one Light Car that leaves nothing to be desired!

WHEN you see the Studebaker Light Six for the first time you will be very pleasantly surprised. You will find it so much more imposing in appearance and efficient in performance than you ever imagined possible at the price. And of such simplicity, comfort, and economy, that you will wish to become its owner. It is the one Light Car that leaves nothing to be desired.

Studebaker

LIGHT SIX

THE SHANGHAI HORSE BAZAAR & MOTOR Co., Ltd.

36 Bubbling Well Road, Shanghai

Garage Telephones: West 1641, 1642, 1643 & 1644

Since the pioneer days of vehicle building, 68 years ago, the name Studebaker has stood in every country on the globe for the highest quality, dependability and guaranteed satisfaction. In the entire industry, there is no other name more highly regarded than that of Studebaker.

Getting Down To Fundamentals

Technical Names Of Parts Leave Average Motor Car Owner In Maze Of Doubts Regarding Inner Workings Of Car

If language were not used to conceal or obscure thought, as well as to convey it, it is possible that we would not have to spend sixteen years of our lives in acquiring a standard education and a lot of professions, such as law, medicine and automobile repair, would not be so lucrative or popular. Concerning this last pursuit, I overheard a conversation between two lexicon-twisters the other day that illustrated my point to a T.

One was an automobile repairman and the other a doctor. The doctor was considerably huffed at the size of a bill which he was asked to pay before the mechanic would let him drive his coupe out of the shop; wholly unimpressed by the many similar bills he had demanded in exchange for a hitherto corpus for one of his patients.

"I don't know anything about a motor car," he expostulated, "but I know when I'm being robbed! It's only last month I had the machine in here for a new ring gear and here I am charged for 14 hours' labor and \$26 in parts on the same purtified axle. Do they make these parts of glass or do you fill the axle up with acid to bring me in here again?"

The repairman smiled a superior professional smile which was an excellent imitation of the one the doctor had worn the last time he presented him a bill for treatment of indigestion.

"I am surprised you come in here with your car if you have so little confidence in our ability," he chided. "I should think your experience with bargain-price repair shops would have taught you by this time that it pays to have things done right and before it is too late, even if the bill does come a little high. However, if you insist, I'll get the job sheet and tell you just what was done." He stepped over to a filing cabinet and came back with a soiled form and read as follows:

"Taking down differential, 3 1/2 hours; (on your semi-floating axle, you know, we have to put it on jacks and pull the wheels to get the differential out); replacing ring gear, 1 hour, 45 minutes; removing pinion and shaft, and replacing pinion and front bearing, 4 hours, 15 minutes; replacing left-hand differential thrust washer."

"That's enough!" protested the doctor. "I don't know what you are talking about and that proves nothing. I may have a semi-floating axle and you may have floating kidneys, but I'll tell you right here I haven't a floating bank-roll and I'm going back to the man who sold me this car and find out why I have to replace a differential calculus thing-a-ma-bob in less than thirty days' travel!" Which reminded me of the time I argued with an Army doctor who wanted to remove my tonsils, which I had paid to be relieved of ten years before.

He argued some more with the repairman and every time he came across with a hot argument, the latter would look wise and tell him about loose splines, fifteen thousandths end-clearance, long-and-short addendum, etc.

"Long-and-short addendum!" cried the doctor at last, as he paid the bill and started for the car. "That word addendum just about sums up the whole matter. You'll add bill on bill until you end 'em all right." While he gingerly wiped the grease from the steering wheel, gearshift lever and seat cushion, preparatory to climbing in, I sauntered over and offered a few words of polite commiseration and got a lift up town. With the door closed and the car on its way up the drive, he unbuckled a heart filled to overflowing with his wrongs, while I marvelled at the toughness of the chrome nickel gears that would stand the jerk he gave them in punctuating a remark on starting from Seventy-second street. He confided that he had already had the matter of rear axle repairs up with the salesman. I inquired the outcome.

"Why, he said it was doubtless due to some strain it had received in driving—as if I didn't know how to drive! I told him I had been driving for three years and this was my second car. Of course he was at pains to say that my guarantee had expired and tried to get me to trade in the old bus for a new one."

"What was your last car?" I inquired.

"A Filterer," he admitted. "I was as I thought. Never did I see a driver who snapped in his clutch in the breath-taking and shudderingly brutal way, with engine racing till the speedometer cable rattled but he was a graduate from the planetary transmission. As well try to tell the father of the wonderful little car that his ideas on International the doctor that his driving was at fault. He dropped me off at any corner and I thought that he ought to call the car 'Oscar II.'"

It is because I hope the doctor as well as thousands of other semi-informed motorists will read that I so far intrude upon the reading of engineers, mechanics

and motoring veterans with a little unorthodox talk about motor car anatomy, physiology and hygiene. If doctors wrote their prescriptions in plain English and called things by their common kitchen names, fewer of us would, for example, pay fancy prices for sodium bicarbonate, prescribed for indigestion, when the common baking soda on the pantry shelf is identical, and much cheaper. And if automobile nomenclature were less technical, fewer owners would pay for unnecessary or avoidable repairs.

In the first place, if the language of the car were plain, motorists would understand it, and hence their cars. If they understood their cars they not only would avoid many abuses which are practiced purely because the operations of driving are imperfectly understood; but they would be able either to make simple repairs themselves or else to intelligently supervise hired repairmen to avoid the wiles of those who make a profession of trading on the word-woman mantle of mystery which enshrouds the average man's car. One reason the average French car owner knows more about his machine than the average American owner is that the French terms which sound so technical to our ears, are simple every-day descriptions in French.

One of the commonest French terms is carburetor, often spelled Carburateur to make it seem more technical. A carburetor is simply a device to mix gasoline and air to form a gas that will burn. It does this by spraying the gasoline like a perfume atomizer into a narrow space in the inside of the device which causes the air to rush past at high speed. Instead of a rubber bulb to force the liquid through by pressure, the suction of the engine serves to suck it out, as it sucks in the air. The gasoline feeds to the spray nozzle in such a way that it will flow by gravity almost to the top, but not quite, so that it cannot flood. This level is controlled by the float level, which is simply a little tank on the side of the carburetor, which is kept full to this constant level by a float of cork or metal, which acts on the supply valve, much like the familiar ball valve in a water tank.

Most cars today use vacuum feed, though most owners do not realize that the supposed mystery of its working is no greater than that in the carburetor itself, for the vacuum tank is practically a large-sized auxiliary float chamber, which, instead of feeding to a spray nozzle, empties into a second chamber which feeds by gravity, that is, runs down hill, to the carburetor. First, there is a tube leading from the gasoline tank to the float chamber of the vacuum tank. Another tube runs from there to the inlet manifold. Of course, while the engine is running there is suction in the inlet manifold, or gas pipe which conducts the gas from the carburetor to the cylinder valves. When the float chamber of the vacuum tank is nearly empty the float opens a valve in the tube leading to the inlet manifold. This allows the inlet manifold suction to suck gasoline out of the tank, just as we suck ice cream soda from a glass with a straw. When the vacuum tank float chamber has been filled, just as we fill our mouths, it swallows the gasoline into the feed tank, corresponding to our stomachs. It cannot empty its float chamber before it has been filled because the suction closes a little check valve leading to the lower chamber and keeps it closed until the float rises enough to shut off the suction, when it can flow by gravity.

This is the start of the series of simple processes and simple apparatus that make up the operation of a motor car. When the gasoline has been sucked out of the tank, conducted to the carburetor, sprayed into the air which the engine is sucking through the intake manifold—manifold simply means a pipe which connects with several cylinders—it is ready to enter the cylinders and do its work. It is admitted to the cylinder by a cylindrical hole in the cylinder block which is one of four, six, eight or twelve, depending upon the car, through the inlet valve. This is simply a piece of steel shaped like a teardrop, which fits into a hole, like the stopper in the bathtub. It is opened by a simple mechanism and when not being opened is held closed by a spring on its stem. The opening mechanism is simply a push-rod at the end of the valve stem, which bears on a shaft called the camshaft. This camshaft is geared to the crankshaft, so that it turns once to the crankshaft's twice. On this shaft are a series of bumps, known as cams. Each time one of these bumps turns around it strikes the end of the push-rod and makes it jump up and open the valve. The size, shape and position of each bump, of course, is carefully determined to make each valve open and close just at the right time.

The inlet valve always opens when the piston is going down, so that a suction will be created in the cylinder to suck the gas in. This piston is simply a smaller cylinder, the top of which is closed, which is telescoped inside of the cylinder proper. A connecting rod is joined to the piston and to the crankshaft, so that as the crankshaft revolves the piston moves up and down. Since the crankshaft and camshaft are geared together in such a way that the crankshaft makes two revolutions to the camshaft's one, it is thus seen that the inlet valve opens only every other time the piston moves down.

The inlet valve closes after the piston has reached the bottom of its down stroke and starts coming up again, so that the gas is trapped in the cylinder, with both valves closed. Thus it is squeezed between the piston and cylinder, or compressed. This is done because the gas will burn much more rapidly and produce a stronger explosion when compressed. When the piston has about reached the top of its complete stroke is the best time to touch off the gasoline blast which we have prepared in the cylinder. This is done by an electrode spark, which, in most cars, is obtained from a storage battery. This spark causes the gasoline to explode, just as a barrel filled with gasoline vapor would explode if a lighted cigarette were dropped into it. The cylinder is such a strong barrel, however, that it does not blow all to pieces, but remains unharmed and the piston is driven down forcibly by the explosion, thus imparting a turning motion to the crankshaft. In an engine having only one cylinder, this momentary impulse is all the crankshaft receives for four strokes of the piston, so that the engine must make the other turn-and-a-half by momentum; but in engines having a number of cylinders, the actions are timed, so that the cylinders fire in turn, like a battery of artillery, causing a continuous or almost continuous turning force on the crankshaft.

By the time the force of the explosion has been used up in this way, the cylinder is filled with burned gas, which must be got rid of. Accordingly the exhaust valve is opened at this juncture, permitting the gas to rush out of the cylinder into the exhaust manifold, being assisted out, so that the cylinder is swept clean, by the piston, returning upwards. When it has reached the top of its stroke, the exhaust valve is closed and it is time for the inlet valve to open again. When the burned gas reaches the exhaust manifold it is still under some pressure, is very hot and is moving at considerable speed. If it were allowed to exhaust directly in the air it would make a fearful racket and so it is conducted by the exhaust pipe to the muffler, which is simply a large can, with colander-like perforated plates, which breaks up the gas into eddies, cools it and slows it down so that when it reaches the atmosphere it is silenced.

If this were all there were to a gasoline engine, it would be simple indeed; yet that is all that is fundamental, all the other parts being for the purpose of overcoming difficulties which arise as a result of this simple functioning. For one thing, it is necessary to oil an engine, and to supply a great deal of oil, continuously and automatically. Accordingly a pump is provided which pumps the oil from the bottom of the housing which incloses the bottom of the engine, where the crankshaft and camshaft are located, to the different bearings and gears of the engine, so that they will run freely, keep cool and wear very slowly.

We cannot burn gasoline without producing a great deal of heat and too much heat in the engine would cause the parts to expand, warp, stick and eventually be destroyed. To keep the engine reasonably cool, therefore, artificial means must be employed to conduct the surplus heat to the atmosphere. This is done by blowing a blast of air over a radiator through which water from the cylinder jackets is pumped. In air-cooled engines there are fins on the outside of the cylinder so that more surface will be exposed to the air blast, induced by a fan or blower, driven by the engine or usually a part of the flywheel. Water cooling is usually employed because the medium of water permits the heat from the cylinders to be absorbed in great quantity by the water and then spread over a greater surface than can be obtained on the cylinders themselves. A radiator is used for this purpose. In just the same way as a radiator is used in a steam or hotwater heating plant for a house. In a motor car the radiator is usually placed at the extreme front of the car, where it is most exposed to the air. It consists of a mass of fine passages through which the water

passes in thin streams, surrounded by the blast of air. The air is kept in motion, even though the car be standing still, by means of a fan, driven by the engine, directly in back of the radiator.

Ignition of the gas is obtained by an electric spark within the cylinder. This spark is produced by passing a current through a spark plug, which is screwed into the cylinder. The inner end of this plug has two prongs of wire which do not quite come together, and which are insulated, or separated from each other where they pass through the plug, by a non-conducting material, such as porcelain, stone or mica. When the current flows through them, the current flows through them. It must jump across the gap between the prongs, producing a spark, which sets fire to the gas. A particular kind of current is required, of course, to produce a hot spark with sufficient energy or pressure to jump the gap. A magnet can be used directly, for it produces current of high intensity (or pressure); but if a battery is used it must have a coil in connection with it to change the current from low pressure (6 volts), to extremely high pressure. Both magnets and battery systems have interrupters, which cause the current to flow in jumps.

The interrupter controls the flow of low-pressure current so that every time the current is stopped for an instant (interrupted) a high-pressure current is produced in the coil and it is this latter current which is needed to jump the gap in the end of the spark plug. Then there must be a condenser, or shock absorber, which absorbs the rush of current after the interrupter breaks the circuit and prevents sparking at the interrupter points.

Just as a railroad must have train dispatchers to see that trains leave and arrive at the various stations on time for connections, so it is necessary for the ignition system to have a means of controlling the time when the spark shall occur in the cylinder.

The desirable high-pressure current must be passed from the ignition unit to the spark plugs some distance away and this distribution of the current must be accomplished at the instant when the cylinder is ready to receive it. This distribution of sparks to the different cylinders is accomplished by what is called a distributor, and this, with the interrupter, constitutes the major portion of the whole ignition unit which you can look at.

Any kind of engine produces power roughly in proportion to the amount of fuel which it burns. In a steam plant, whether the engine is running or standing still, and if running, whether fast or slow, the fire keeps right on burning under the boiler, and so steam keeps on forming, so that the engine can produce practically its full power at any speed, or pick up its full load from a standstill. In a gasoline engine, though, since the fuel is burned inside the cylinder and only so much can be burned each time the engine revolves, it follows that the faster the engine runs the more fuel it can burn. In a given time and hence the more power it will develop. Also, since it can burn no fuel at all unless it is running, it cannot start itself from a standstill and pick up its full load from a standstill.

Hence, in order to start the engine, an external force must be applied to start it whirling, whereupon, if there is gasoline in the tank and a charge in the battery and all other conditions are as they should be, it will start functioning. Two means are commonly employed to thus give the engine a start. The first is the famous Armstrong starter, with which every man is born, a crank conveniently located at the front end of the car being thoughtfully provided for this form of physical exercise. The other means, developed for an age of languor, is the electric starter, which, by means of an electric motor sets the engine in motion by the mere closure of a switch.

Since the power developed by a gasoline engine is negligible until it has attained considerable speed, this starting process cannot be coincident with the picking up of the load, or starting the car in motion; but means must be employed to disconnect the engine from the driving parts while being started. This same means is necessary to permit the car to stand still with the engine running so that one does not have to restart the engine every time traffic forces a stop. As it is capable of disconnecting the engine from the driving means, it must be capable of re-establishing the connection after the engine has been started in motion. This re-engagement must be free of jerk or the car would become unmanageable, the driving parts would be injured by the shock, the engine would probably stall and the passengers, not the least to be considered, would suffer severe discomfort.

This interesting device, known as a clutch, acts by friction, just as the brakes act, except that it is used to set the car in motion, when applied, instead of to arrest its motion. The commoner forms are made up of three or more disks or plates, like large

washers, mounted in a drum and on a shaft. The three-plate type, for example, has one plate, faced with friction material between two plain plates, like the ham in a ham sandwich. The intermediate plate is fastened to the shaft, which connects with the driving mechanism and the others to the drum, which is secured to the fly-wheel. One or more star springs normally press these plates so tightly together that they cohere and drive as one. They are forced apart, however, by the clutch control when it is desired to disconnect the engine, so that the two outer plates turn with the engine while the inner one remains stationary. Of course automobile designers are imaginative chaps and so it is to be expected that there would be many variations in clutch design, but the principle of all disk clutches is the same, some using three plates, some a dozen or more and some only one, the faced one pressed not between two others but between the flywheel itself and the back cover of the clutch.

Because a gasoline engine only produces power in proportion to its speed, and as it is unfortunately harder to move a car up-hill faster than it is to move it slowly, means must be employed to permit the engine to drive the car slowly, so that moderate power is needed and at the same time permit it to revolve at a fair speed, so as to produce ample power. As we also wish to drive our cars as fast as the motor police allow and still maintain efficient economy to insure a sizeable Schedule D on our income tax returns, we must also have a means of allowing the engine, at substantially the same speed, to give us high speed on the inviting level. Normally a car may make four turns of the engine to one of the rear wheels, this providing satisfactory speed and economy on smooth, level roads. In order to get the condition described, it may be necessary to get thirty engine revolutions to the rear wheels' one. The gears by which the rear axle is driven would be proportioned to give this four-to-one ratio for high speed, by the simple expedient of having four times the number of teeth on the driven gear as on the driving one.

The thirty-to-one ratio is obtained elsewhere, by forcing the power to drive through two additional pairs of gears, between the engine and the rear axle. Intermediate ratios and a reverse, to permit the car to move backward, while the engine continues to turn in a clockwise direction, are provided in the same way, the

sizes of the gears differing, to secure different ratios and the reverse gear arrangement containing one additional gear to reverse the direction of the drive shaft. This useful mechanism is mislabeled the transmission, for no more reason than the doctors have for calling tuberculosis of the lungs consumption.

The drive shaft from the transmission to the rear axle must be flexible and at the same time capable of transmitting the turning effort. Accordingly it is provided with one or more universal joints, which permit the shaft to turn positively and yet accommodate itself to the changing relative position of the axle and the frame when going over rough roads. The rear axle is driven by bevel gears, similar to those in a chainless bicycle or an eggbeater except that the gears are turned around, the driving gear being the smaller of the two.

The temptation is strong to show up the mystery of the differential, which is really quite simple when explained in simple language, but unfortunately simple language takes up more space than technical terms to permit lengthy discussion of this necessary, little understood, but after all, usually reliable piece of mysteriousness.

They had a long, hard trip ahead of them. The end of the trip was in the Presidio, and the Presidio has not been moved any closer to town since then. The sturdy cars, the highest examples of the builders' art, started off promptly. They chugged their way out the streets, and some of them got over the first series of hills. Eleven finished and were awarded perfect score certificates and medals of honor. They deserved all they got too. It is certainly a far cry from the days of the one-lungers and

fore the public and they tried all sorts of things.

MANY STUNTS
The main stunts were various sorts of economy runs and reliability trips. There included long, hard trips, such as a run from Golden Gate avenue and Van Ness to the Presidio, or a trip through the city in some other direction.

One of the reliability runs was a "hummer," and it will remain long in the memory of those who participated. Bob Martland, now secretary-manager of the California Automobile Trade association, participated in a reliability run in 1902 or thereabouts, and he tells a funny story about it.

This run started at Golden Gate and Van Ness, and about twenty-six cars were entered. The owners had spent days in preparing their cars for this acid test.

The cars were lined up and their motors started, which is not so simple as it sounds. It took a lot of arm work to get those old heaps going in those days. The twenty-six started off with a blare of trumpets and a blare of glory.

LONG TRIP
They had a long, hard trip ahead of them. The end of the trip was in the Presidio, and the Presidio has not been moved any closer to town since then. The sturdy cars, the highest examples of the builders' art, started off promptly. They chugged their way out the streets, and some of them got over the first series of hills. Eleven finished and were awarded perfect score certificates and medals of honor. They deserved all they got too. It is certainly a far cry from the days of the one-lungers and

the buggies on wheels to the modern machines, which start at the touch of a button and glide noiselessly away.

The great amount of dirt, water and other foreign substances found in present day fuels for gasoline engines and the trouble, delay and expense resulting therefrom has prompted the Stromberg Motor Devices Company to place on the market a gasoline filter with many novel and practical features.

The filter is so designed that the fuel passes from the vacuum tank or any other source of supply into the trap or sediment chamber, thence through a very fine wire gauze to the outlet. All dirt, water, etc., is held in the cup and prevented from passing out by the screen, thus insuring a clean and thoroughly filtered supply of gasoline being fed to the carburetor.

In addition to its qualities as a filter this device is equipped with an automatic shut off valve which closes off the gasoline supply by the removal of a knurled nut on the bottom designed for hand operation. A convenient place for shutting off gas supply is something very desirable but found on few makes of cars. By pushing up slightly on the projecting part of the valve stem a supply of gasoline is made readily available for any of the many purposes necessary, such as priming, washing plugs, tire patches, etc.

The nut on the bottom of the strainer can be removed readily with the fingers, thereby shutting off the gasoline supply and providing a positive, simple and effective means of locking a car.

Filter Lock

The great amount of dirt, water and other foreign substances found in present day fuels for gasoline engines and the trouble, delay and expense resulting therefrom has prompted the Stromberg Motor Devices Company to place on the market a gasoline filter with many novel and practical features.

The filter is so designed that the fuel passes from the vacuum tank or any other source of supply into the trap or sediment chamber, thence through a very fine wire gauze to the outlet. All dirt, water, etc., is held in the cup and prevented from passing out by the screen, thus insuring a clean and thoroughly filtered supply of gasoline being fed to the carburetor.

In addition to its qualities as a filter this device is equipped with an automatic shut off valve which closes off the gasoline supply by the removal of a knurled nut on the bottom designed for hand operation. A convenient place for shutting off gas supply is something very desirable but found on few makes of cars. By pushing up slightly on the projecting part of the valve stem a supply of gasoline is made readily available for any of the many purposes necessary, such as priming, washing plugs, tire patches, etc.

The nut on the bottom of the strainer can be removed readily with the fingers, thereby shutting off the gasoline supply and providing a positive, simple and effective means of locking a car.

Five Miles A Long Journey

It Was A Tremendous Undertaking For Autos Back In 1902

San Francisco.—Back in 1902 automobiles were not supposed to run more than once in a while, and they did just that and nothing more. The men who drove them had to be expert mechanics in order to keep them running at all.

The roads then were not up to snuff, and when it rained they were mere strips of mud winding through the landscape, sometimes impassable.

There were more cars of different makes on the market in that year than ever before in the history of the automobile, which is not saying very much, but it means that there were several different kinds of machines.

The motor-car dealers of San Francisco had to resort to heroic means to get their products be-



TRIUMPH

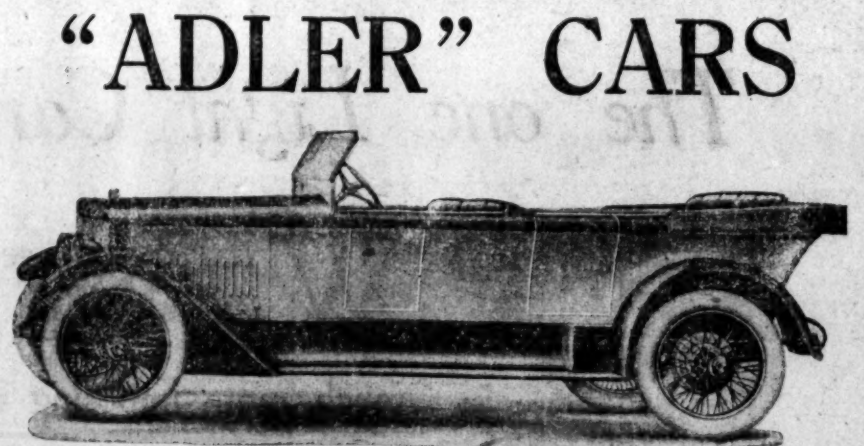
For sport and pleasure TRIUMPH Cycles are second to none. Regarded as being all that can be desired in Cycle construction, their absolute dependability under all conditions is unique. Let your mount be a TRIUMPH.

Cycle or Motor Catalogue Free.

Works: COVENTRY, England.

AGENTS: Alex. Ross & Co., Ltd., 4 Des Voeux Road C., Hongkong.

BEFORE
BUYING
A CAR
HAVE A
LOOK AT
OUR



Fitted out with all the latest improvements
In stock open 6-seaters 9/24 H.P. real leather upholstery.
A child can drive them
A car with a 20 years reputation

VERY MODERATE PRICES!

We also have chassis in stock and you can take your own choice as to the body required.

FOR DEMONSTRATION apply to:

FEDERAL GARAGE

43 Avenue du Roi Albert. Tel. W. 2360.
837/45 Avenue Edward VII. Tel. W. 2775

Operated by:

Zylstra Trading Company

3-E Peking Road

Tel. C. 4739

Shanghai.



WHETHER you desire a motor-car as a necessity or as a luxury you can get no greater satisfaction than by using the Chandler.

We have no desire to exaggerate the qualities which have placed the Chandler in the forefront, but Chandler owners will corroborate our statement that it is a masterpiece of mechanical perfection, beautiful in appearance, comfortable, always giving the utmost satisfaction, and at its present reduced price, is unequalled among motor cars for value.

Max Friedman
Sales Manager

CHINA MOTORS, LTD.
Operating
THE STAR GARAGE and THE EASTERN GARAGE
SHANGHAI
and
YIH CHONG GARAGE, PEKING
HANKOW AGENTS THE FRENCH GARAGE
Main Office and Showroom:
125 Bubbling Well Road, Shanghai

Motor Car Great Aid In Promoting Sports

**Automobile Responsible For Great Recent
Developments In Golfing And Other
Forms Of Athletics**

From the flushed, eager youngster of the streets who "hops on behind" to reach the back lot where his team is playing baseball against the "strong East Siders" to the staid, immaculately attired merchant who slowly enters his motor super-six and sedately murmurs "The links, James!" is a long stretch, and yet each is akin in the pleasure he derives on the playground to which he is conveyed.

The fact that each pursues amusement in a different way does not necessarily mean that the one enjoys more fun than the other, nor that the merchant feels more secure or comfortable in his expensive machine than the urchin who fails to consider the manner in which he tempts chances in the form of an accident. Uppermost in the mind of each is the thought of the journey's end—the place and means whereby he can obtain the utter relaxation of his chosen exercise. The urchin, perhaps, does not think of it in just these terms, but the business man does. And the effect is the same.

And in each case the motor-driven vehicle lessens the period of time between desire and realization.

So, when one looks around in this groggy old world he sees strange yet well-defined connections between all types of men and boys in all classes of life. One may be poor, another rich, one sick, another well—each receives benefits through this common agent. It gives rise at times to strange philosophy, the abstract comparison of the human with the machine.

AND EACH IS SATISFIED
"By his car ye shall know him" seems a strange way to estimate the worth or inclination of a man, but in many cases the pattern, evident cost or model of the auto will portray certain characteristics of the individual.

For example, take an elderly man and woman and a young couple. Give each the means to indulge in the car suiting his or her taste. The young man most likely will choose the low-set, racing type. It is his wife to lead where others follow; if he must virtually prostrate himself to

grasp the steering wheel, it is merely the fortune of fate—he should worry. The young woman will have an eye to show and the latest conveniences. She may waste a sly glance at the possibilities for speed, but does not rate it the main object. To know it is there, this speed, is good, but comfort and beauty first.

Now to the elderly man. Undoubtedly he is influenced by the heavy, durable model. He thinks of the future, what the machine will be required to do, the conditions to be met. Dependability is what he wants above all else, and that is what he means to get. The elderly woman will be similarly inclined. She requires a certain amount of appearance to the car and it must be smooth in its locomotion and easy to operate.

These are merely hypothetical cases, yet you know them. They are all around you.

REAL HELP TO PICNIC

But to return to the original subject of the automobile and motor truck and their uses to sport and its followers, the easy means of traveling they present solve many time-worn difficulties. Football teams are transported to where independent games are going to be played. Baseball takes the same advantage of the truck. The small nine are packed into a bus and experience a quick trip. And it is these small teams, so helped by the motor car, that form the necessary foundation for the greater and more prominent groups which effect organization and superiority.

Take the outing planned by an enthusiastic coterie of employees. One van takes a crowd sufficient for a small picnic, two or three are suitable for the entire gathering. They pile out of the trucks refreshed, rather than wearied by their ride, and eat and play to their hearts' content. Sports over, they climb aboard again and are waited homeward to sleep and contentment. The picnic nowadays leans with heavy reliance upon the truck, as do many other folk institutions. "In every instance the car contributes not only facility but undeniable pleasure.

BENEFITS SPORT WORLD

The purpose of the automobile

Some Big Job!

How many machines are required to build an eight cylinder motor?
The question is interesting to those who like to deal in figures. It is interesting, too, to show the tremendous strides made by the automobile industry.
The answer will vary according to the automobile engine. But the Model 47 eight cylinder Oldsmobile requires 375 separate and distinct machines, practically all of which were specially designed for manufacturing the new Oldsmobile eight cylinder engine.

primarily was to convey persons instead of material. It was visualized more as a pleasure car for the several than as a means of transportation for commodities. And it is this primary use that benefits the sport world. It enables the spectator to make rapid and easy progress to the scene of the contest. Train schedules are tedious things, far too often uncertain. Then again the crowding that comes with the increased number of passengers attracted by any big event makes the journey tiresome.

The same trip in an automobile is a positive pleasure. It eliminates hurrying to catch the train and the ride or walk to the station. Not only is it ready when you are, but it generally cuts off miles by its adaption to the old geometrical law that the shortest distance between two given points is a straight line.

AUTO RACING ASSET

As a sport itself, what more thrilling sport is there than auto racing—the flashing by of a roaring mass of iron and steel, generating its own speed at human direction. How the blood of the fan leaps in response to the faraway murmur that gathers its volume in mighty waves to suddenly become a great, threatening note of thunder that, guided by some giant and unseen hand sweeps past in a twinkling and gradually diminishes in sound until stillness again reigns.

Danger? Yes, it is present in every turn of the fast flying wheels, but there is also the zest that danger brings, the demands that victory makes on coolness, the call for perfect judgment and exertion of sheer nerve. No more spectacular sight exists in the athletic world than a duel between modern monarchs of the speedway. Truly, it is a man's sport.

Care Should Be Used Not To Overload Tires

**Constant Slight Or Occasional Heavy Overloads
Shorten Their Life**

The most flagrant tire abuses, resulting in premature blowouts in casings, are: overload, under-inflation, overspeeding, misalignment of wheels, driving in car tracks and ruts, neglected cuts and improper use of anti-skid devices. A brief detailed discussion of each of these major abuses follows.

All tires have a load limit. Constant slight or occasional heavy overloads shorten tire life. To determine accurately the load carried on a vehicle tire, weigh separately the front and rear wheels, and divide each weight by two for the tire load. To this can be added weight figures corresponding to the average front or rear passenger load. The maximum actual tire load should not exceed the maximum load carrying capacity advertised by responsible tire manufacturers.

Proper inflation is as important as proper loads. Tires are not built to take the place of steel springs or shock absorbers. Under-inflation results in an unnatural flexing of the layers of fabric which causes separation and early destruction of the tire carcass. If easier riding is desired oversize tires may be used and such tires in addition to furnishing extra resiliency, give more traction on rear wheels and supply greater mileage. However, oversizing tires requires a readjustment of the speedometer otherwise the recorded distance will be less than that actually traveled.

Do not change inflation pressures with changes in atmospheric temperature, since more damage results from endeavoring to compensate for an increase in the tire temperature than is caused by the increase in temperature itself. Avoid running on a flat tire. Such practice ruins the tube and breaks the casing at the bead or sidewall.

If you collect automobile racing statistics, you will find that the average life of a high grade tire on a racing car is under 500 miles—which is about one twentieth of the life of a tire operated under ordinary conditions. This difference in the service is due directly to a difference in heat developed.

Heat exerts a deteriorating

effort on vulcanized rubber in proportion to the intensity and length of time the rubber is exposed to it. The source of heat that does most damage is that produced at high running speed by the internal friction of the tire carcass. The heat developed by frictional contact with the road when traveling rapidly also has some influence. Tires are so designed as to resist the effects of heat produced by ordinary everyday car operation. But tires cannot long remain intact when highly heated by continuous or even intermittent speeding, and the results of such practice are rapid loss of elasticity and flexibility which leads to complete tire carcass break down. From the standpoint of tire life, mechanical upkeep and gasoline economy, car speeds should be kept within prescribed limits.

Among the factors which have an intimate relation to tire mileage is wheel alignment. The free rolling motion of a tire is affected by a small wheel misalignment and the result is excessive tread wear. When the two opposite wheels are not parallel there is a diagonal grind at the point where the tires come in contact with the road surface which wears off the rubber almost as fast as if in contact with an emery wheel.

Front wheels may be out of alignment due to cross rod, axle, or steering knuckle becoming bent by contact with a curb or some other obstruction, or the cross rod or knuckle may be improperly adjusted. Also the tire alone or the tire and rim may be improperly mounted on the wheel.

Because of the tendency of front wheels to spread during driving, car manufacturers set the wheels at a toe-in of from 1/8 to 1/2 inch and when thus adjusted the wheels are properly aligned. The measurements showing these differences should be made between the fellows of the two front wheels at points inside and on a level with the axle. Alignment of the toe-in of the wheels should not be confused with dish, which is setting the wheels farther apart at the top than at the bottom.

Frequent checking wheel alignment saves tire wear. It is a factor that should not be neglected.

Tire Logic

See that your tires are properly inflated—use a tire gauge occasionally—air is cheaper than tires.
Watch for small cuts in both the tread and side wall—a 50 cent repair oftentimes saves a \$50 tire.

Just a little care in driving over rough and stony roads saves many a tire. A lot of damage can be done in a few miles of careless driving over bad roads—not only to your tires but to your car as well. Therefore drive carefully.

Don't jam on your brakes and skid to your stopping place; anticipate your stops a little by releasing your clutch and roll to your stop; don't speed up to it and jam on the brakes.

Occasionally examine your wheels, see that the alignment is right and there are no broken bearings. Nothing wears a tire more than a wabby wheel.

And last but not least, give your tires a change occasionally; shift the front ones to the rear and the rear ones to the front; change them every 1,000 miles and see how much longer they last.

U. S. Tire Company New Inner Tube Now On Market

A new inner tube has been placed on the market by the United States Tire Company, and has been named the Royal Tube, placing it on the same quality level as the Royal Cord tire.

By making use of a principle not heretofore applied to tube manufacture some unusual qualities have been developed in the tube. One of the outstanding features is that it has very little effect on the quality of the rubber and ordinary heat will not injure it.

Another unique characteristic is that injuries due to puncture and blow-out are greatly restricted and seldom extend beyond the area of injury to the casing.

Further, the vulcanization of repairs has no weakening effect on the adjacent tube wall. It has been a fact well known to tire repair men that the rubber at such points is likely to be weak after a repair has been vulcanized.

Another interesting quality of the new tube is that it acquires no "permanent stretch." It will fit back into the casing without working ever though it has been used for a considerable period.

San Francisco Speedway To Stage 500 Mile Event

**Great Interest Aroused By Plan To Hold Record
Race Near City**

San Francisco, March 10.—An announcement which will create a vast amount of enthusiasm and comment in motor-racing circles was made by President Frew Morton of the San Francisco speedway.

Determined to have the San Francisco speedway take a place in the motor-racing world second to no other speed plant, the officials have formulated plans to stage a 500-mile race on Armistice day, November 11, with a purse of \$50,000 and a citizens' lap prize of at least \$25,000 additional, which will make the contestants' share the largest sum ever hung up in an automobile race in the history of the sport.

The Indianapolis speedway classic is the only motor-racing event which even approaches the purse for the proposed race at San Carlos, the peninsular location of San Francisco's record-holding speedway.

Not only will the huge cash prize fund arouse much enthusiasm among speed fans, the pilots and manufacturers of the space-anthilliating cars, but the conditions of the event, which will permit the competition of 122-inch motors against the 183 size on a handicap basis, a most revolutionary innovation, is sure to create at least a mild sensation in speed circles both in Europe and America.

NEW LIMITS

The present piston displacement limit for speedway contest is 183 cubic inches. But for 1923 the Indianapolis speedway has announced that the limit will be 122 inches the same size which now prevails in Europe, the 1922 French Grand Prix being restricted to entries of the latter limit. There are no 122-inch racing motors in America and the Europeans have decided to scrap their 183-inch cars rather than have them fall into the hands of pilots who might not uphold the reputation and prestige of the maker.

Although there are sure to be at least sixteen or eighteen of the smaller cars built in the United States prior to the 1923 Indianapolis race, the builders would have no incentive to hasten the construction of the cars and have them ready for practical tests in actual competition prior to the Indianapolis race unless a race such as has

been announced by the San Francisco speedway is staged.

"The announcement of the 500 miles distance and huge purse for the Armistice day event at our speedway was decided at a meeting of our directors tonight," declared President Morton to a group of newspaper men. "As soon as Jimmy Murphy proved that we have the fastest and safest track in the world, we set about to see that San Francisco will get the full benefit of being the home of the world's greatest speedway. There is no reason for Indianapolis drawing the biggest crowds, the largest fields of contestants or to offer the biggest purses."

"Immediately following our International sweepstakes race on December 11 civic pride seemed to surge to the surface and prominent business men began to ask, 'What can we do to aid in making 'your' speedway 'our' speedway. As there is no stock for sale and the plan is paid for, we decided to suggest that those who wanted to do their bit toward spreading the fame of San Francisco make donations toward a 'citizens' lap' prize fund, calculated to reward the leader of each lap with a substantial sum. We believe that this fund will reach the \$25,000 mark, making the total purse \$75,000. This will be several thousand dollars greater than the famed Indianapolis speedway purse."

"In Indianapolis the merchants, automobile dealers, hotels and individuals fight for the honor of having the different lap prizes named in their honor."

The plan to give the 122-inch cars a handicap equal to the miles per hour difference between the speed of them and the fastest 183-inch car in the qualifying trials will undoubtedly attract many foreign cars and accelerate the construction in America of the 122-inch jobs now in the blue print stage of development.

GERMAN INDUSTRY

The automobile industry in Germany has lately taken a prominent place among those industries of the country dependent to a very high degree on the export of their products.

Better have your car fixed up for Easter

Does it Miss?
Does it Squeak?
Does it Knock?
Does it Rattle?
Does it Grind?
Does it Jerk?

we will fix it if it does

THE CENTRAL GARAGE COMPANY

Central 6001

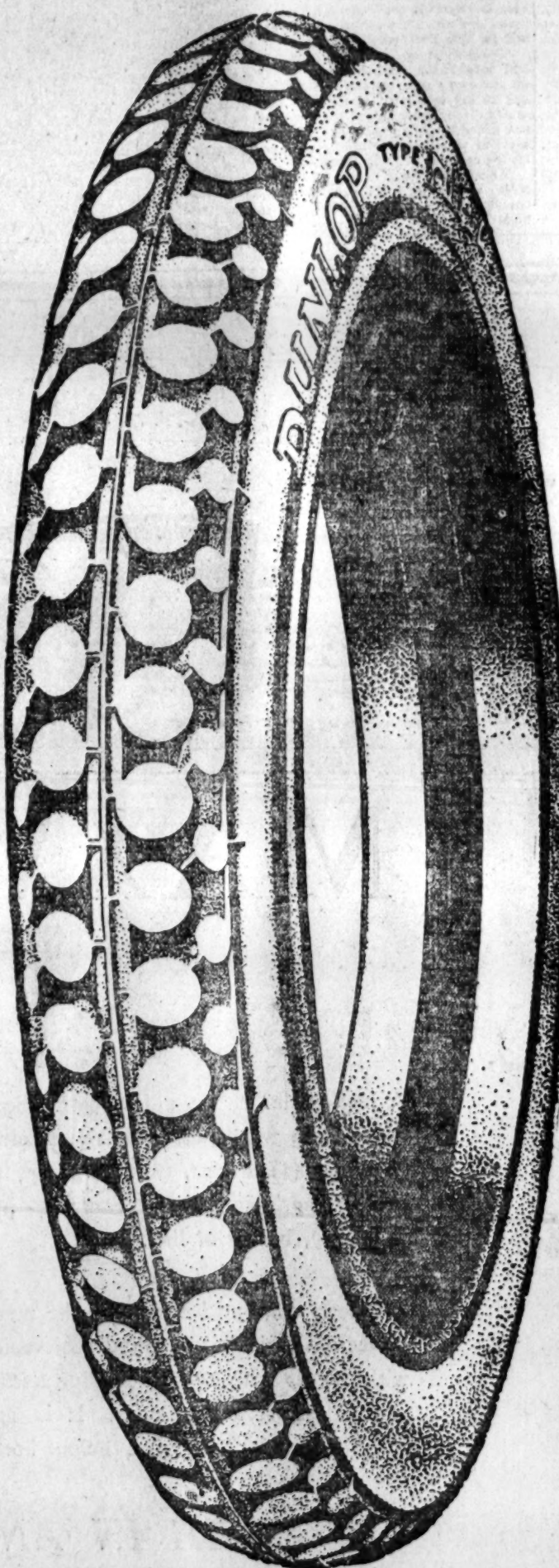
Service Department

9, Hongkong Road.

PRICES REDUCED BELOW PRE-WAR LEVEL

Dunlop Service is behind every
tyre sold—your guarantee of
satisfaction

The overwhelming popularity of Dunlop
Tyres is evidence of their sterling
value—75% of the rubber tyred Vehicles
in Shanghai are fitted with Dunlops.



40%
DISCOUNT

40%
DISCOUNT

Maintenance Costs are reduc-
ed to a minimum by fitting
Dunlops.

That Dunlop Tyres offer the
utmost value in tyre economy is
universally agreed.

DUNLOP

RUBBER COMPANY, LIMITED

Founders throughout the World of the PNEUMATIC TYRE INDUSTRY

Phone: C. 2248

Ben Building, 23 Avenue Edward VII

Cables: "Pneumatic"

Rickenbacker's Rise As Manufacturer Is Rapid

Famous American Ace And Racing Driver
Knew Adversity In 'Shoe String' Days

Ambition burns within the heart of every racing driver. Ambition to become something more than even the greatest of all the kings of speed. The heroes of the speed trail aspire to become manufacturers of luxurious motor cars that will bear their own names. They long for the time to come when, as manufacturers of some necessity, they will be able to sit back and watch the younger generation of speed kings reel off the fast miles in practice and contest so they strive, and one by one, those who have escaped the lurking menace of the race course, branch out as manufacturers or distributors.

It's a far cry from the seat of a racing car to the helm of a great motor car manufacturing concern; but that is the goal that the world's greatest speedway idols ever endeavor to attain.

Of those who have graduated from the ranks of the racing drivers to become makers of cars of their own design, Eddie Rickenbacker stands out as the most spectacular. He was a spectacular driver in the day when he was wont to thrill the speedway followers from coast to coast. He was a spectacular character in the day when he was wont to thrill the driver's seat in a general staff car to the rank of captain in the air service, and became the American "ace of aces." He was a spectacular character as a distributor of motor cars on the Pacific coast when he built up a great selling organization single handed and flew from city to city in record-breaking time, calling on his dealers and assisting them in their own selling problems.

FORMS A COMPANY
Then, without a warning, he announced the formation of a company under his own name, in which were some of the greatest characters of the American motor car industry. This company was to build the car of his own design, the car that was to bear the name of Rickenbacker. That, too, was spectacular. But it was not the result of the labor of a few weeks. It was success crowning efforts dating back to the days when Rickenbacker was a daring and most spectacular driver on the speedway.

Long before he ever became famous as a driver, Rickenbacker was an automobile mechanic. He sold cars too. Back in the days of the old Firestone-Columbus, he was a factory representative. Then he entered the racing end of the industry as a mechanic and finally was given a car to drive.

Much romance could be written about the struggling days of Capt. Edward V. Rickenbacker J. M. A., Capt. A. S. U. A., D. S. C., O. L. O., C. D. G., vice president and sales manager of the Rickenbacker Motor Car company. He was with the Duesenberg team back in the days when there was not enough money in the till to pay for first class accommodations. He knew what it meant to go hungry, and at least on one occasion the whole team slept under the grandstand at a race course because there was not enough money in the whole team to pay for a room.

NEVER COMPLAINS
With all that young Rickenbacker went through in the early days of his racing career, he never complained. He constantly looked forward to the day when there would be a Rickenbacker car on the market, and with this cherished dream buried deep in his own heart he drove like he intended to work when that car became a reality.

There were narrow escapes on the old courses and dirt tracks when Rick, as he is always known to his former comrades of the speed-trail and to those who served with him in France, drove the lumbering 300-inch cars in competition. But every narrow escape was taken as a part of his education, and he drove on, always making more friends in his matchless daring and thrilling driving.

It was in 1912 that Rickenbacker first came to California. He had the Mason and was a teammate to the late Billy Carlson, brother of Richard F. Carlson, present manager of the San Francisco house of Walter M. Murphy Motors company. In the last days of 1912 he arrived in Los Angeles to prepare for the Vanderbilt and grand prix events on the Santa Monica course in February of 1913.

That was long before the Los Angeles speedway and the other speedways that have followed in California were more than a dream in the mind of A. M. Young, and the annual Santa Monica classic brought the greatest drivers in the world to California, just as the speedway events do today. Rickenbacker was but a youngster. He was unknown in such company as Harry Grant, Johnny Marenis, Barney Oldfield, Ralph de Palma, David Bruce Brown, Spencer Wishard, Teddy Tetzlaff and all the rest of the great kings of speed. But before the day of the race arrived Rickenbacker was one of the head-hunters.

MAKES SPEED
The first morning out on the course he astonished the gentle-

men of the press by deliberately going into soldiers' home turn at fifty M. P. H. Then he increased it to fifty-five and later to sixty. At sixty-two he came so near going over the car tracks that he decided to stop and announced that sixty M. P. H. was the best speed that it was safe to go into the turn.

From the first appearance in California in 1913 Rickenbacker became a regular contender for honors on the famous courses. He came back in 1914 and drove the powerful Peugeot at Corona and San Diego. He drove the Maxwell with Barney Oldfield and Billy Carlson at San Francisco and Venice in 1915. He drove one of the "Wild Bill" Weightman's cars in the 1916 Vanderbilt and grand prix at Santa Monica, and had as his mechanic in one of these races little Jimmy Murphy, the present international champion.

GOES TO WAR
It was after this 1916 coast invasion that Rickenbacker went to England to get the Sunbeam car for Weightman and returned to join the army, going to France on the Baltic with Pershing and the first contingent of the great American expeditionary forces.

The character of Rickenbacker's quick rise from the ranks to a commission in the air service, where he was an engineering officer. He might have remained safe with Pershing as a driver for the general staff, but he wanted something higher. He might have remained as an engineering officer at Issoudun, but he wanted something higher and he became a flier. He took up flying on his own account and was one of the greatest acrobatic fliers in France before he was even recognized as a pilot.

Then he was given his wings and sent up to the front. They said he was sent up there to get rid of him, as they were afraid he was going to crash on top of head-quarters at Issoudun. Later he admitted that he had to scare the powers that were at Issoudun into sending him up to the front or he would have remained there for the duration of the war.

His first venture was as head of a Pacific coast distributing concern, distributing one of the General Motors product. He made a success of the venture and surprised even his closest friends by building up an organization with a new car when it was claimed that he could not put it over. Then came the announcement of the Rickenbacker company.

Doble Steam Car New Model Shows Development Of Different Power Principle

San Francisco—Motorists who have for a long time been anticipating a steam-powered car that would be a new and potent factor in the automobile industry, are having their prediction confirmed in the announcement that the production model of the Doble steam car has been completed.

Advantages embodied in the Doble steam car which are expected to change materially motorists' conception of car performance include an exclusive electrical control feature which permits starting from "cold" by simply turning on a switch; a new standard of economy and service not at 100,000 miles running without overhauling, and the advantage of steam power smoothness without any of the former mechanical difficulties.

That the Doble steam car is the logical successor to the gasoline automobile was expressed in 1916 when it was given an ovation seldom accorded any enterprise. Within a few months after the first thirty cars were produced, orders were received for over 11,000 cars—\$27,000,000 in business that had to be canceled because of a war ruling that diverted the steel necessary to vital war-time industries.

After six years spent solely in refining and improving the elemental principles which so startled motorists at Detroit, comes the announcement that the Doble steam car is being manufactured on this coast.

Admittedly destined to create new ideas and standards of what motor car perfection can be, the Doble steam car is truly an artistocrat of automobiles. It belongs to the class of the Rolls-Royce and the Pierce-Arrow, characterized for the superior riding and driving qualities which its sponsors say can be secured only through the use of steam.

Records of the first cars built provide interesting evidence of the economy of the Doble steam car. With about one-half the moving parts to be found in a six-cylinder gasoline car, it may be maintained at maximum power and speed almost indefinitely without wear or overhauling or repairs.

10,536 MILES AT LOW COST

Party In Studebaker Light
Six Cross U. S. Twice;
\$7.55 For Repairs

San Francisco, Mar. 10.—Setting a new record for long-distance touring by traveling the round trip between San Francisco and New York city at a total repair expense of \$7.55, W. R. Paget and his son are back in San Francisco with their Studebaker Light Six enthusiastically telling of their remarkable run.

The Pagets were formerly residents of Santa Rosa and when, last September, they were called East, it was decided to make the trip by automobile. At that time they owned a Studebaker Light Six, which they had driven a great many thousand miles, and it was decided to purchase a later model from George Schelling, the local dealer, rather than purchase new tires and have their old car overhauled.

The start was made almost immediately after the new car was received, and although the going was rough, they arrived in San Francisco this week with the original tires on the front wheels and are willing to make affidavit that their only trouble was two broken spring leaves. The speedometer shows a total of 10,536 miles covered. Twenty states were passed through, and roads of every character, from the smoothest pavement to hub-deep gumbo mud, were encountered.

"If we had known as much when we started last September as we

do now," the elder Paget said, "we would never have turned in our old car nor would we have spent much time looking it over and getting it ready. When I say that our only trouble was two broken springs—and goodness knows how we escaped every known kind of a break when one considers the character of roads traveled—I believe we pay the car a wonderful compliment. Except to keep it supplied with plenty of gasoline and oil we never gave the car a thought and it operated beautifully."

"Often for days we were unable to travel faster than ten or twelve miles an hour, and much of the time through the middle west states were in low gear, and yet we averaged from eighteen to twenty-two miles to the gallon of gasoline. Our oil expense was also very low, and in the desert country, when water were selling at 5 cents a gallon, we never used any more than any of the other cars on the road."

"We found that Indiana and Illinois are making more progress in roads than any of the other states, but just now, while the work is going ahead the many detours make the traveling very hard. In one place we covered 166 miles in mud and made only forty-three miles of progress west. In Pennsylvania the roads are for the most part good and in New York excellent."

"Twice we stuck, once in the mud and once in the sand, but got out on our own power. At one time we had to lay sledgebrush over a deep sand hole in order to get traction, but generally it was simply necessary to step on the throttle and let the car plow its way through."

"Among the many places of interest visited were Niagara Falls, Grand Canyon, the cliff dwellers' homes, the Great Lakes district

and the historic settlements of the New England states, and altogether we enjoyed ourselves immensely. We were on the road practically two months, and it was fun almost all the time."

HUGE OUTPUT DURING YEAR

Some idea of the immense amount of business which was transacted in motor car circles during 1921 by the Buick Motor Company is gained by a close study of the financial statement which was issued at the beginning of the present year.

Considering that it was a period of readjustment, the volume of business done by the Buick factory is a fitting testimonial to the standing of the Buick Motor Company in the automotive world. The figures which were compiled only take into consideration the number of Buick cars which were shipped from January 1 to November 30, 1921, or eleven months.

During this time 743 trainloads of automobiles, or 22,303 freight carloads were shipped from the Buick plant. If this entire shipment had been made at one time the solid trainload of freight cars would have covered 180 miles of railroad tracks.

And these startling figures show the steady manner in which the Flint, Mich., plant has operated under all conditions during the past year, not only in making up this 743 trainloads of cars, but to also take care of the hundreds of big driveaways which featured the busy portion of the season when it was impossible to secure enough freight cars to accommodate the output.

YEAR'S TRADE HOLDS ITS OWN

One of the significant "new year" statements that have come was that issued by the Pacific Nash Motor Company based on a report received from the Nash Motors Company, showing that this organization in 1921 made a net profit of \$2,000,000. In the face of the various obstacles confronted in the year, all of which were common to the automotive industry in general, the Pacific Nash Motor Company feels a keen satisfaction in this statement.

"Because of the great financial strength, its good management and small capitalization, unique interest in the business world is always attached to the annual statements of the Nash Motors Company," said Harold C. Hart, vice president of the Pacific Nash. "The results usually mirror in a broad way the course of the motor industry."

"In winding up the year a close approximation of profits after all reserves and taxes, showed \$2,000,000. Although this is much under the previous year, it is regarded with much satisfaction in view of the conditions under which the business operated during this period."

REBATES TO DEALERS

"A factor bearing on earnings and which should not be overlooked is the total of \$1,000,000 paid out in rebates to dealers during the year as a result of price reductions. Of course, this arose from the necessity of cushioning the shocks of deflation and in all probability will not be duplicated for a long time to come."

"It is no secret that notwithstanding the decline in profits the

Nash management feels complete satisfaction over its achievements considering that a huge volume of high-priced materials on hand and commitments had to be absorbed during a time of uncertain and light automobile demand when the public was constantly disturbed by actual and threatened price reductions. Through it all Nash came with flying financial colors."

HUGE CASH DEPOSITS

"It kept itself scrupulously free of bank obligations, ending the year, with over \$14,000,000 in cash and Government securities, or more than the sum with which it began the year. This alone is equivalent to \$260 a share for the common stock. Inventory at both the Milwaukee and Kenosha plants ward commitments are slight."

"Concerning the outlook for was exceptionally small and for 1922 President C. W. Nash has said that prices have now about struck bottom and that the public has a feeling that when it now buys a car it need not be with the expectation that prices will be reduced in thirty, sixty or ninety days. The product that we are building today, moreover, is superior to anything we have ever built."

Harms Battery

There are so many wonderful things being done every day, that when a man says he has a solution of very, very serious nature, with some peculiar metal in it, which puts new life into a battery, nine out of ten people are ready to believe him without question.

The whole scheme of battery

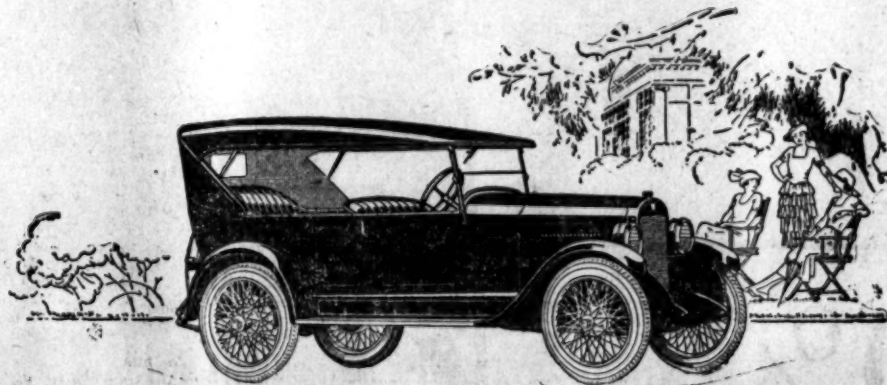
dozens of companies have been led to start in business manufacturing "dopes" of various sorts.

Some of these battery modifications are really harmless and the worst that can be said about them is that they do no good—except that they relieve the car owner of five or six dollars which he might invest in gas, tires, oil or something else more useful to the car. There are others that do actual harm by taking active material away from the battery plates and by introducing foreign substances into the battery solution.

As a result of a recent checkup on the subject of battery dopes, the Willard Storage Battery Company found that all makers of standard well known batteries are agreed upon the fact that the only satisfactory battery solution is diluted pure sulphuric acid of the proper density. Emphasis should be placed on the word "pure," for any foreign substances are liable to cause trouble in the battery. There is nothing, say these manufacturers, that will improve upon the pure solution that is put into the battery by the manufacturers and their authorized service stations.

The sum and substance of the battery builders' advice is that the way to keep a battery in condition is to put water in at regular intervals and keep it charged when necessary, and to remember that "dope"—whatever there may be in it—can never take the place of proper attention.

PACK UNIVERSAL JOINTS
Universal joints should be packed with grease every 1,000 miles of running.



The Good MAXWELL



A high-grade car at a low cost. Some of the points of the Good Maxwell to which we invite the attention of the Shanghai Public are: Economy (1) of cost, (2) of upkeep, (3) of tyres; second-hand value, perfect springing, easy controls, plenty of leg-room, smartness, reliability, beauty of line.

The long continued efforts of the manufacturers of Maxwell to attain perfection have at last found achievement in this car. It is equipped with 2-unit starting and lighting outfit, high-tension Bosch magneto, and all the latest appliances; It is attractively designed and a very suitable car for Shanghai, being both smart and economical to run.

COME IN AND SEE IT THE SHANGHAI HORSE BAZAAR AND MOTOR CO.

SOLE AGENTS

Garage Telephones: West 1641, 1642, 1643

Modern Auto Marvel Of All Time

Old Days Of Carriage Tops Matter Of But Few Years Ago—Now Blizzards And Storms Have No Drawbacks For Motorists

We are prone to accept progress as a matter of fact. As man creates new comforts, new conveniences, new utilities, they become part of our everyday life and we regard them without surprise or wonder.

But imagine our astonishment if we were to awaken today after a prolonged slumber such as Rip Van Winkle experienced. Picture your amazement if you were to gaze today for the first time upon a machine which speeds through the air at a pace of more than 180 miles an hour. You would be dumfounded. Yet when you read a few weeks ago of the shattering of airplane racing records, you accorded it only passing interest.

You would be equally amazed if you were to see for the first time a modern enclosed motor car. Yet you have become so accustomed to them that you give only a fleeting look of admiration.

But think back a few years. It is not difficult to recall the days when the automobile was a fair-weather vehicle. Only a hardy adventurer would motor in rainy weather. Winter driving was unheard of in those days. Even in fair weather motorists suffered discomfort. If a brisk wind was blowing, for there were no windshields to protect one, tops were a rarity. Enclosed cars were crude and ungainly experiments.

OLD DAYS FOR MOTORS

Most of us remember the early automobile endurance contests and the Glidden tours. The cars which participated in these events represented the latest word in American motor car design, yet the contestants were subjected to every conceivable discomfort. Exposed to mud, rain, sleet and wind, the drivers were exhausted after a day's travel.

The New York to Pittsburgh eight-day run of 1903 still is a vivid picture to me. The description of the gash of that contest by a prominent writer of that time serves to emphasize the hardships endured by the tourist less than two decades ago.

"Eight days after the start of the sun," he says, "on the morning of Thursday, October 15, beyond High Bridge in Pittsburgh, a throng of people and a concourse of 'Smoky City' autos gathered on Ridge avenue and waited in the fog and drizzle. The whistles were blowing twelve minutes before noon when a muffled noise like the vibration

of a wet drum beaten far away sounded faintly. It grew to raucous honk-honk away back somewhere in the impenetrable fog. The crowd answered with a shout and a toot of horns. As they shouted, out of the fog came a car, ghostlike in its mud streakings and fog enshroudings.

"The occupants were clad in leather and rubber, with their heads hidden in helmets and goggles. They sat huddled down and holding fast."

CONTRASTS ARE DRAWN

What a contrast is the motor journey of the present time under similar conditions. "We may drive for hours through a pelting rain, or through a driving blizzard, or through raw, chill winds, and step from the snug security of our closed car, warm and comfortable. Imagine a wife or daughter driving to an afternoon function or on a shopping trip in inclement weather in the days when the only protection was an ineffectual windshield or an awkward buggy top. And then picture the comfort they enjoy today.

Yes, if we place these pictures side by side, the change is a remarkable one indeed, and yet the progress has been so steady that we are apt to forget the tremendous advances that have been made. The automobile body designer of twenty years ago had nothing to guide him. He was groping. He was contending with a new problem. Horse-drawn carriage construction furnished his only precedent and it was worse than none. Here was a new vehicle which attained a speed of twenty, thirty or even forty miles an hour, and the question of exposure to the elements became vital. Attempts to gain satisfactory protection from rain, snow, wind and cold encountered engineering difficulties.

BUGGY TOPS USED

At first buggy tops were affixed to the light automobile bodies, but too much for them. Better methods of bracing, stronger bows and more durable top material eliminated these troubles, but the tops still remained awkward in appearance. Windshields were devised, but they rattled loose from the bodies and had to be braced by long brass rods which offended the eye.

Then came attempts to construct closed cars. They were only partially successful. Windows rattled, doors and joints squeaked, rain and wind beat in through crevices, vision was obstructed, and at night

bothersome reflections annoyed the driver. And from the artistic standpoint these early designs were, to say the least, ludicrous.

Year by year, however, designers made closed cars more practical, more beautiful. Today we find in them what surely must be a close approximation to perfection.

CRUDE DETAILS ARE GONE

It can hardly be said that the owner of the earliest types expressed pride in their appearance. It was their utility which appealed. But it cannot be denied that the owner of a present-day sedan or coupe admires and finds an enjoyable pride in its exterior and interior beauty.

Unbalanced proportions, broken lines, harsh curves and models crude details, have given way to graceful proportions and simple beauty. In the finer motor cars, the occupants no longer are annoyed by rattles, squeaks, vibrations and other noises. Cushions are more restful, fabrics more pleasing. Conveniences are at every hand. The windows may be opened or closed easily and noiselessly. In chauffeur-driven models a telephone communicates orders. There are vanity cases to please the gentler sex, and electric cigar lighters and ash trays to serve the smoker. The doors, windows and windshields are weather-tight. Inconspicuous ventilators keep the interior fresh. Better spring suspension yields Pullman riding comfort. Confusing night-time reflections have been eliminated by setting the windshield at an angle and by shading the rear windows with silk roller curtains.

I have not touched here on the mechanical advances which have made motoring more pleasurable; it is superfluous to say that the engineer has kept pace with the body craftsman.

Never before have manufacturers offered cars of the refinement, convenience, the utility of those which are being produced today. The modern motor car has given the owner of moderate means an enjoyable, economical and useful form of transportation which no king of earlier time could buy.

Truly an astounding development.

BATTERY WISDOM

The specific gravity of the electrolyte of an idle battery may drop from 1.300 (fully charged) to 1.200 (between one-quarter and one-half charged) in about eight weeks.

Air Development Is An Aid To Peace

London, (Special).—Mr. Prevost Batterby returns to his advocacy of the suppression of flying on the ground that the air arm may prove a temptation to a brigand power to make an unannounced attack on civil populations and bring about, through terror, a decision. He writes of the horrors of bombing from the air. As well might one urge the abolition of shipping because a fleet can, from the sea, wreak destruction upon coast, and even inland towns.

But Mr. Batterby's pleading must fail, because the very opposite of what he dreads will be the result of the development of aerial navigation. That development is synchronizing with the establishment of democratic government in countries formerly in the hands of individuals or of military despots, and with wide franchise extensions; and the mere fact that the first brunt of war will be felt by civilians will make them pause and think well before sanctioning it. In how many cases have wars been provoked by the clamor of civilians who have, thoughtlessly enough, failed to realize its horrors, but who have hoped for a reflective splendor from the heroism of those they sent out to fight.

The chief influence in favor of peace must obviously be a change in thought, and the hope of today lies in the fact that there is at least a universal movement in that direction. Far more will come from it than from any first tentative disarmament measures agreed upon at an international conference; for the desire remains, and will not be satisfied until full success is assured. This is the matter upon which all must concentrate, refusing to be diverted by details and side issues.

Mr. H. G. Wells, with some reason, said that the mere limitation of armaments can secure little more than a strategic peace, and that by cutting out expensive items it may even cheapen and facilitate war. Cynical, but only too well founded if we ignore the supreme factor of the thought and purpose of the people. In the ultimate it is they who must decide whether there shall be war. If there be a brigand power whose civil population would not suffer from aerial attack it constitutes a menace; but aircraft, as a means of improved intercourse between nations, will be an instrument for the discouragement of such evil growths.

Returning to the cynical and purely materialistic view, which

is certainly Mr. Batterby's, the course he advocates would positively make war less unpleasant and less costly, and would facilitate the waging of war by sailors and soldiers cheering on by secure civilians at home! But can it not now be said that the days of that kind of war are passed forever.

Canada Plans Coast To Coast Highway

Toronto, Feb. 7 (Special).—A thousand members of the Ontario Motor League, in attendance at the fifteenth annual banquet in this city, were told by Mr. A. W. Campbell, Dominion Commissioner of Highways, that Canada would soon possess within its own borders a continuous motor road from coast to coast. One of the greatest achievements of recent years, he said, was the construction of a road from Windsor through Ontario, via Toronto and Ottawa, thence to Montreal and Quebec and points east to Truro, Halifax and Sydney. With the completion of the northern highway from Kenora to the Manitoba boundary, the highway will be practically complete from the provinces of Manitoba, Saskatchewan and Alberta.

At Calgary this highway will break into three sections and by various passes through the

King's Car Hack

The King of the Belgians' automobile, in which King Albert toured the battlefield during the war, is now doing duty as a motor hack at the railway station in Baltimore, says The Washington Star. It has a costly limousine body on a long wheelbase, and the interior, from the velvet covering on the floor to the dome in the roof, is finished in mahogany and oak inlaid. The seats are fashioned more like costly furniture than like the usual automobile seat and are covered with heavy gray whipcord material. The royal colors that once decorated these coverings have been removed.

Directly in front of the front seat is a miniature chiffonier. It is equipped with a disappearing mirror and drawers which open to the touch of hidden springs. In these are receptacles for brushes and shaving materials.

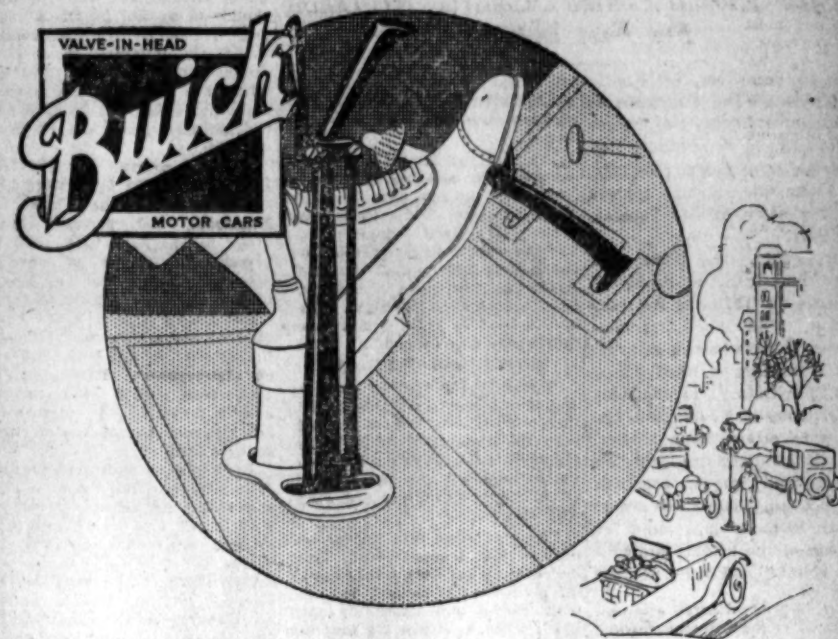
The history of the limousine from the time that it left the own-

ership of King Albert is rather vague. It is said Douglas Fairbanks bought the machine while in Europe and brought it to America to use in making several pictures. It was sold several times afterward and just recently came into possession of Gilbert

H. Richard of the Rutaw Motor Sales Company, Baltimore.

Richards removed the massive brass headlights and running lights, which used acetylene, and replaced them with electric lights. He also removed the

twin tires on the rear wheels. These are about the only changes that have been made. Traces of the royal yellow, in which it was once painted, can still be seen where the coach worker who painted it could not get his brush.



Your Foot on a Buick Brake Gets Results

Buick brakes, like Buick cars, don't fail. Easy to operate, easy to adjust, positive in their action—Buick brakes provide that factor of safety so necessary today. Buick invites comparison.

H. S. HONIGSBERG & Co., Inc.

BUBBLING WELL ROAD
Tel. W. 1234

PEKING

SHANGHAI

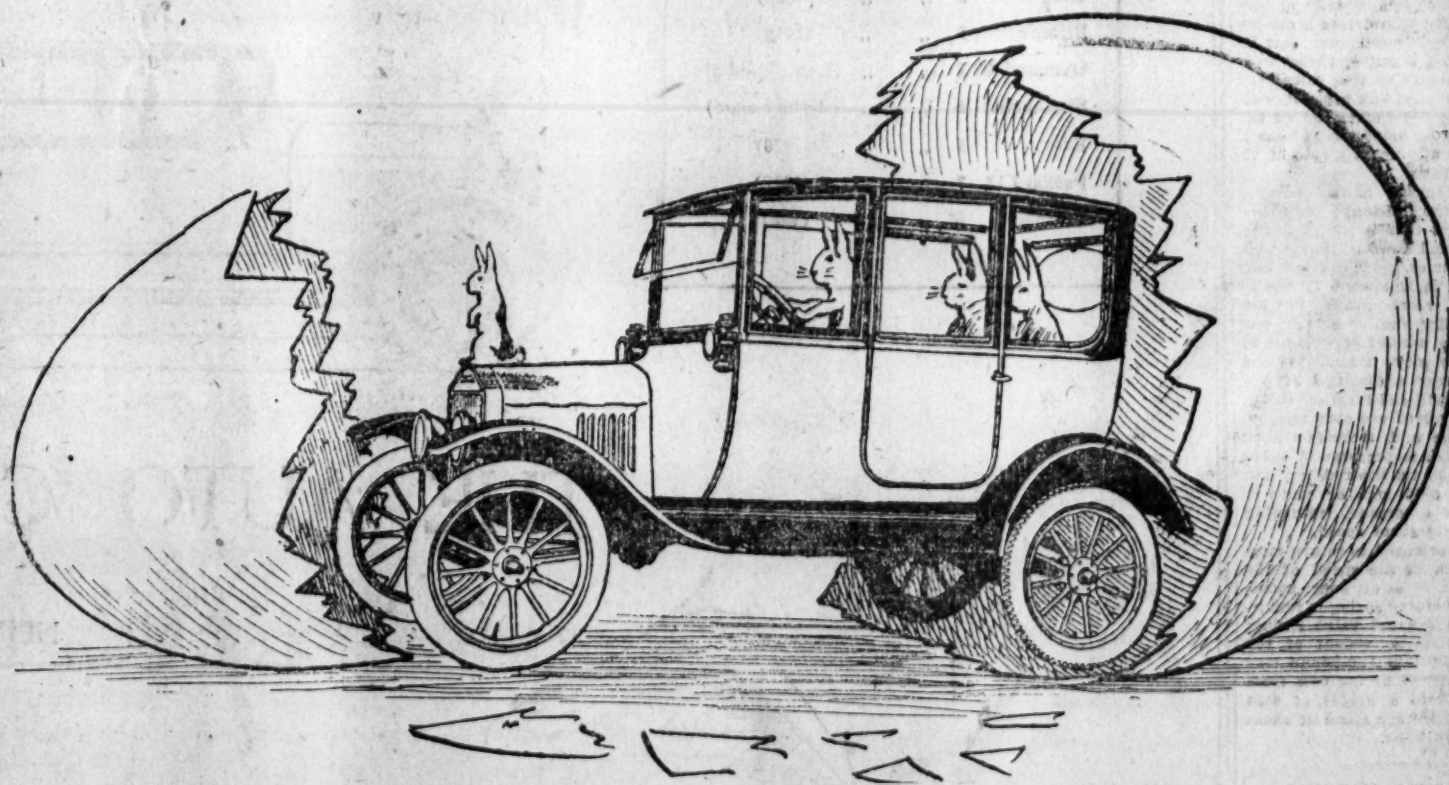
TIENTSIN

PICK OUT THE MODEL FORD YOU WANT

From Those You See On Every Street Every Day.

Closed cars, Open cars. The Special bodies you will not recognize as being on a Ford Chassis. These can be seen at our Show Rooms.

The Ford is not only the most economical for first and after cost, but the most satisfactory for Shanghai traffic conditions.



HUDFORD MOTORS,

Corner Ave. Edward VII
and Tibet Road, Cent. 3804

Race Driver Educated For Medical Career

But Joe Thomas Couldn't Control His Liking
For Fast Driving

The city directory of Seattle would have carried the name of Dr. Joseph Thomas, had it not been for an old two-cylinder Reo automobile, 1908 model. As it is, the automobile racing records carry the name of Joe Thomas, speed king.

The popular young driver who jumped into fame as runner-up at Corona in 1916, in the race that was "Wild" Bob Burman's last, was to have been a surgeon. He was finishing at Seattle high school, preparatory to entering the University of Washington, and he was to attend Rush Medical later. His father and two uncles were well known chemists, and the family looked forward to the day when Joseph would become one of the leading surgeons of the country and could practice in Seattle.

After school hours and on Saturdays, young Thomas worked as a demonstrator for the Seattle Reo dealer, W. H. Hienzerling. He was ambitious and wanted to build up a bank account suitable for a young medical student.

Then, one day, Barney Oldfield arrived in Seattle to appear at the old Meadows one mile track and he wanted some local talent to even up the race meet. Joe Thomas persuaded his employer to allow him to strip down a Reo car and enter the events; and with the old two-cylinder speeder—rolling half way around the track at every cough, the young demonstrator won three second places and a bronze medal.

WINS MEDAL.
After that, the medical profession had no thrills for young Thomas. He returned to the shop of the Reo agency and became head of the service department, driving in every race that was staged in the northwest from that first appearance in 1908 up to 1913, when he went over to Tacoma to attend the opening event on the Tacoma Speedway.

It was always considered good business by his employer to allow Joe to fix a car up for the races throughout the northwest as he invariably won a place well up in the money with the Reo and in the 100-mile race at Tacoma he won second place. That event was staged in the morning and in the afternoon he rode with Grover E. Ruckstell, at present head of the Ruckstell Sales and Manufactur-

Automobile Fees In British Columbia

Motorists in British Columbia are protesting vigorously against the increase of 50 percent in motor license fees which is foreshadowed in the provincial budget. A delegation, representative of the different automobile organizations in the principal cities, has waited on the government but secured little hope that the increase would not be made effective.

It was pointed out that the British Columbia taxes were now 182 percent higher than in Manitoba, 140 percent higher than in Saskatchewan and 72 percent in excess of those of Alberta. In the State of Washington it was shown that the motor license was on a \$10 basis on a \$1,500 minimum. In Oregon the amount is \$15 to \$45 based on horsepower. The delegates maintained that the private owners in British Columbia were now paying the maximum they could afford.

In reply to these contentions John Oliver, the Premier, said one of the unpleasant duties the government had to perform was to put more burdens on the people.

"We are here as agents for the people," said the Premier. "We are carrying on their business as best we can and sometimes under very difficult conditions. We were called upon to provide more means of revenue for the municipalities, which could only be done by putting fresh burdens on the people and the giving up of some portion of what had previously been considered provincial revenue. The government has to replace those sources of revenue which it is giving to municipalities by other sources of revenue, and while it does not wish to make itself unnecessarily unpopular yet it is charged with an obligation which it must either carry out or go out of business. There is no other alternative."

The answer of the Premier is taken to mean that the additional motor license fee will be imposed.

Motor Car Future Is Bright, Says Hupp Head

Days Of Exaggerated Statements By Dealers
Are Gone Forever

BY C. D. HASTINGS
President and General Manager,
Hupp Motor Car Corporation.

To attempt anything like a definite and comprehensive prognostication of what 1922 holds in store for the automobile industry and all of its many ramifications is, I take it, much too big a job for any single individual to undertake.

I am forced into such a conclusion, not so much because of the unsettled conditions which have prevailed since the ending of the war, as for the reason that I am fully aware that it is next to impossible for a manufacturer to forecast general conditions without being influenced by prejudice and bias arising from the affairs surrounding his own company.

Then, too, it would, indeed, be the height of folly for one to suggest that the manufacturing and production policy of any one concern should be formed entirely on the good or bad general outlook for the coming year. Those policies should be based on the expert knowledge of the manufacturer as to the sales assets and liabilities of his own concern, which in many cases are quite remote from those affecting the industry as a whole.

TO DOUBLE OUTPUT.
For example, the plans of the Hupp Motor Car Corporation call for the building of twice as many cars this year as in 1921. Such an increase in production might be regarded as an indication that the Hupp people are of the opinion that the industry is entering into an era of unprecedented prosperity—that times are returning when motor cars will be sold as rapidly as they are manufactured and that the makers will never be able to build quite enough of them to supply the demand.

However, this is not the case at all. We aren't increasing our

recent storm to their best possible advantage are the conservative and sane thinkers.

It is the old story of the survival of the fittest, and once the industry is ridden of its evil elements the future is by no means unpromising.

I am convinced beyond doubt that there will be a gradual business awakening during the coming months which will be beneficial to every deserving unit among the automotive makers.

All over the country there is evidence of renewed confidence among the buyers, and while, of course, certain sections will be much more slow in returning to normal than others, we can, I believe, assure ourselves that conditions even in the hardest hit districts will be on the mend rather than on a decline.

EXPORTS INCREASE

Furthermore, the export situation is, in our own case, furnishing not a little encouragement. Our November and December export sales showed an almost amazing increase despite the countless handicaps confronting it at this time.

And if the world is buying our motor cars now, it is manifestly logical to assume that the demand will assume more and more splendid proportions as the economic conditions of the war stricken nations are gradually corrected.

Big Order Given For Electric Trucks

With the purchase recently of 104 electric trucks the American Railway Express Company has still further strengthened its claim as the largest user of electric trucks in the world. The company now has in service throughout the United States more than 1,200 electric trucks in addition to its gasoline trucks and horse drawn wagons.

The new equipment is for service in New York, Philadelphia and Buffalo. The New York allotment comprises twenty trucks of the five-ton size, Philadelphia is to have fifty two-ton trucks, while the thirty-ton for Buffalo are of the two and three ton sizes.

Steinmetz Test

Several New York motorists and engineers witnessed two interesting sights—simultaneously in a distant section of Brooklyn. One was Dr. Charles P. Steinmetz, the eminent electrical engineer, standing in the snow, wearing no overcoat, although the temperature was hovering around 20 degrees, but a huge fur cap protecting his inventive brain. The other was the apparently easy ascent of the Miller Avenue hill, famous in local motor circles, by the new Steinmetz electric truck, on which Dr. Steinmetz has been working for two years.

The hill climb and general inspection of the truck contributed the excuse for the wintry gathering in a middling suburban section of Brooklyn, but the short, heavy-set figure of the inventor, who is chief consulting engineer of the General Electric Company, provided a picture of personal energy of unusual character. At the luncheon which followed, Dr.

Steinmetz said that his great idea was to put energy into his truck, but if he had said he had put something of his own personality into it, the meaning would have been the same.

The electric truck, of 1,500 pound capacity, went up the hill with ease in 51 seconds, and, on a second trial, stopped occasionally to show how easy it was to start again. The hill is two blocks in length, of 14½ percent grade, extending from Jamaica Avenue to Highland Boulevard. The wheelbase of the truck is 114 inches, and its maximum is fifty-two miles, without recharging.

The motor has been designed so as to maintain speed on heavy upgrades and with heavy loads, to give quick starting, and to save all the power possible, thus increasing the mileage. The trucks are being made at Baltimore by the Steinmetz Electric Motor Car Corporation.

INSURE your MOTOR CAR



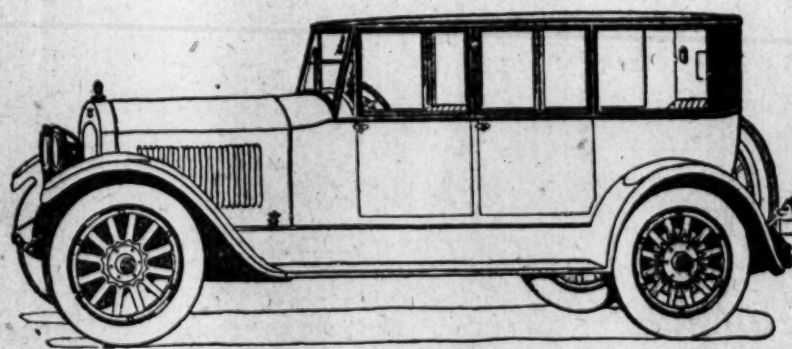
Java Sea and Fire Insurance Company

8 Rara Road, 1st floor, Tel. 79

LIBERAL CONDITIONS AND MODERATE RATES

PICK YOUR CAR AT HALF-PRICE

Auto Castle is the largest used car mart in Shanghai and because of the ever shifting conditions in this port there are always a number of used cars in first class condition being placed upon the local market every month. It is the first choice of these cars which we offer you at prices which average only half of what you would have to pay for a new car. And every car we sell is guaranteed. We are in the market for slightly used cars of the better sort. Best prices.



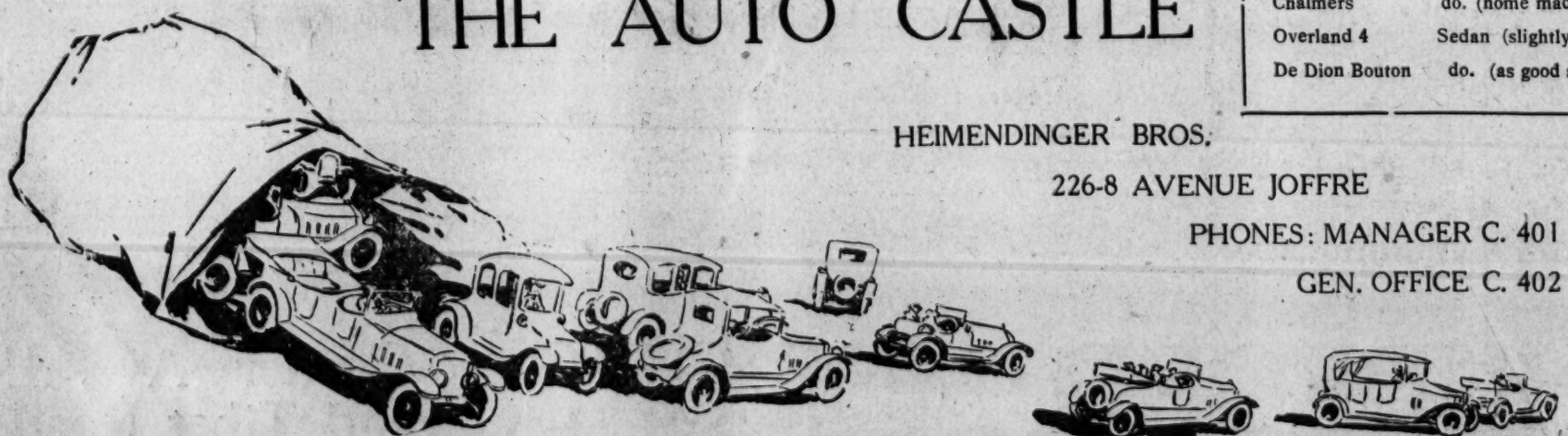
THE AUTO CASTLE

HEIMENDINGER BROS.

226-8 AVENUE JOFFRE

PHONES: MANAGER C. 401

GEN. OFFICE C. 402



The following Cars are ready for immediate delivery:—

Chandler	7	Pass. Tourg.	(1920)
Hupmobile	5	" "	(1921)
Hupmobile	5	" "	(1920)
Buick 6	5	" "	(1920)
Nash	5	" "	(1920)
Dodge	5	" "	(1920)
Briscoe	5	" "	(1919)
Overland 90	5	" "	(latest model)
Studebaker	5	" "	(slightly used)
Essex	5	" "	(1920)
Packard 12	7	" "	(1920)
Templar	5	" "	(1921)

The following Cars are ready for immediate delivery:—

Templar	Roadster	(1921)
Hupmobile	do.	(wire wheels)
		(1920)
Buick 6	do.	(1919)
Buick 6	do.	(1921)
Dodge	do.	(1920)
Humber 11/4	do.	(1920)
Buick 6	Limousine	(1920)
Hupmobile	do.	wire wheels 1920
Dodge	do.	(1920)
Chalmers	do.	(home made 1920)
Overland 4	Sedan	(slightly used)
De Dion Bouton	do.	(as good as new)

Force Of Motor

Tremendous Power Is Unleashed As Automobile Gets Under Way

Many motorists entertain little conception of the tremendous forces that are unleashed when they start the engine of their car.

Recently a noted English scientist brought out some interesting facts in this connection that are well worth knowing, serving to increase the appreciation of the average men who drives a car for the marvelous mechanism that he uses in such a matter-of-fact way.

For instance it was calculated by this scientist that a piston with a stroke of 5½ inches and an engine speed of 4,000 revolutions a minute is moving at a rate of 72 miles an hour.

In the course of a 200-mile journey the piston, weighing slightly less than a pound, has to travel up and down in its cylinder 585,000 times. At the top and bottom of each stroke it has to stop and start again in the opposite direction. If any one will take a weight of one pound and quickly move it backward and forward over a distance of 5½ inches, he will end it rather tiring.

Engine valves are also reciprocating parts and therefore have difficult work to perform. A valve spends much its life red-hot, and has to lift 3-16 inch or more in 1-400th of a second, returning again at the same speed.

Springs are used to return most valves, and, as the speed of the valve is six miles an hour, naturally a very strong spring is required. Some exhaust valve springs are equal to a weight of 100 pounds, and this 100-pound load has to be lifted by the cam from a standstill to a height of 2-16 inch at an average speed of about six miles an hour.

OHIO ROAD MARKING

Work has been started by the Ohio State Highway Department in marking all of the main traveled highways in the State. All important east-west State roads will be marked with red stripes and north-south roads with blue stripes and diagonal roads with yellow stripes.

The State Highway Department will not do any painting along the Lincoln Highway, as the Lincoln Highway Association has taken proper care of the marking of that route in a permanent manner, without expense to the State.

London Truck Exhibits Are Truly International

Manufacturers Of All Nations Are Represented
At Commercial Car Show At Olympic

London.—The fifth Commercial Motor Exhibition held at Olympia recently, under the auspices of the Society of Motor Manufacturers and Traders, provided a striking display of the adaptability of the internal combustion engine to the needs of the commercial world. The international character of the exhibition was upheld this year by famous firms from Italy, France, Belgium, Switzerland, and America. The exhibits as a whole provided another remarkable example of the persistence of the effort for improved workmanship even in a period of trade depression.

The absence of change in the fundamentals of chassis design is becoming an accepted feature of these exhibitions, and progress is most marked in the perfecting of detail and general equipment. Perhaps the chief characteristic features of this year's exhibition were the luxurious equipment of the pullman char-a-bancs, and the improved method for the rapid conversion of a single chassis to a variety of uses.

For the first time coach work was staged with the other exhibits and not in the annex, an arrangement that added variety and color to the already resplendent display stands. Even to those generally familiar with the varied uses to which the modern motor engine and the steamer are adapted, it is only at a large exhibition of this nature that the wide range of that usefulness can be fully appreciated. To mention only a few of the uses there were water carts and flushing tanks, fire engines and fire escapes, hydraulic tip wagons and road sweepers for municipal authorities, light delivery vans from eight horse power upward, speedy traveler cars, and steam, petrol and electric with and without trailers, speedy travel cars and heavy pantechicons for commercial firms, and for the passenger-carrying trade, omnibuses, single and double-decked, char-a-bancs, light and heavy, and taxis.

Numerous examples were staged of the luxuriously equipped super motor coach. One perfectly weatherproof body was fitted with two saloons, each beautifully upholstered in green leather and equipped with center tables and electric light. Other examples of the coach building art, while less luxuriously fitted, were better adapted to the changing conditions of the road, and were rapidly convertible from open touring to closed and weather-resisting vehicles. Rattle-proof and easily adjusted windows are becoming general practice on saloon bodies. Examples were staged of ready-for-the-road "S" type busses, now a familiar feature of London streets.

The petrol-electric system, successfully adapted to the searching test of metropolitan omnibus traffic was in evidence on more than one stand, and is being put into service to an increasing extent. The claims of the makers that the absence of gear and clutch makes for increased reliability and lower upkeep costs appear to be established to the satisfaction of passenger-carrying firms of wide experience.

The sleeve-valve engine was represented by a well-known exponent of this type, who staged motor coaches, tipping wagons, and a bare chassis fitted with 22.4 horse power engine with throttle-controlled lubrication. Giant pneumatics figured largely on the stands, and power-driven tire inflation pumps are increasingly popular.

Adaptability was the keynote of many exhibits, and examples were shown of quickly detachable char-a-banc bodies replaced by goods carrying lorry bodies, and chassis with interchangeable axles set for either solid or pneumatic tires. The variety of forms of tipping gear indicated that this, at least, had not been standardised and hydraulic, screw and gravity revolving examples were in evidence. Many of these tipping mechanisms operated in two, and at least one in three directions.

The heavy haulage goods vehicles were staged by firms whose names were familiar on many battle fronts during the war, by the steamers, and by one six-wheeled lorry capable of carrying a 50-ton load. Much of the chassis work in these road transport giants was of exquisite workmanship and finished down to the last detail. Several firms staged sectional engine and gearing fitted with glass inspection traps, mirrors, and internal lighting so that the whole of the moving parts even to the magneto could be inspected while in motion. Many of the heavier chassis were adapted for municipal and government service, or as insulated meat vans, or as pastechicons. Trailers formed a larger part of the exhibition than in former years, and several makers staged special fire ap-

pliances mounted on their standard chassis.

The value of the commercial motor as an advertising medium is being more fully realised and some striking and even startling color designs were exhibited. Distinctive single color schemes for firms owning a fleet of vehicles have long been the fashion, but many of the examples shown at Olympia this year could hardly be described as evidence of "protective coloring."

The light delivery van probably shows the least signs of change, although there were many useful examples of van work adapted to the needs of special trades. There is a tendency to increase tire sizes, and springing generally has undergone improvement. This development will be especially welcome to firms whose wares are particularly sensitive to the effects of vibration.

The accessories and tires, as in previous years, had their place in the gallery, and there was much of interest, if nothing of outstanding novelty, in this section.

The use of expensive pneumatics has brought out the need for a tire deflation signal which comes into operation when the pressure falls below the safety margin. From giant tires to split pins, everything that the commercial vehicle user would need for his vehicles could be found exhibited in the accessory section at Olympia.

The New Hudson Lines Remain Same But Many Refinements Are Added

Though the lines and the engineering fundamentals of the Hudson Super-Six remain unchanged, a number of refinements in the 1922 series makes the car easier to drive, and more economical in operation and maintenance.

Improvements in the carburetor and the intake manifold result in an efficient use of low-grade gasoline. Not only will the car start and operate in cold weather more effectively, but the formation of carbon is greatly decreased.

To make the car more convenient to drive, the entire front compartment has been re-designed, so that starting, driving and gear shifting require a minimum of effort. The shape of the instrument board has been altered so that there is more knee room for passengers and the instruments are conveniently and pleasantly grouped.

Hudson appearance, always distinctive, has been improved by especially handsome deep-crown fenders. The aprons and splash shield are highly useful as well as handsome. The newly designed fenders act as mud-guards too. For added ease of driving, the clutch has been lightened in its action, the gear-shift lever has been lengthened and placed close to the driver's hand; the pedals are not only more easily operated but are located more conveniently as well; new weather-stripping endows the wind-shield with complete protective qualities; and steering has been made a lighter task by a change of gear ratio.

The characteristic Hudson lines remain almost unchanged, but small refinements in body design serve to bring out and emphasize its harmonious and distinctive lines.

Hudson now uses a new type oiler for chassis lubrication. This is an exclusive feature. Its purpose is to simplify that part of the maintenance of an automobile which is most objectionable to the owner—frequent lubrication. It is the cleanest form of lubrication maintenance possible.

The Hudson line includes the phaeton, the touring limousine, the coupe and the sedan. In the general impression of clean design and value they give, they follow the traditions of the 110,000 Hudsons which the public has bought since the development in 1916 of the patented Super-Six.

Horsepower Basis Of Auto License Fees

Winnipeg, Man. (by mail).—In its search for new sources of revenue, the government has turned to automobile licenses, and amended the act covering them so that license fees now are based on the horsepower of the machine.

This step has had the effect of considerably raising the license fees, in addition to eliminating the flat rate charged previously. As a result, there was considerable protest, and now about 8,000 auto owners in the Province will not be granted licenses for 1922 until they pay the higher fees for the preceding year.

Avoid Tram Tracks

Strain Will Quickly Wear
Depression In Tires
And Cause Cuts

Rough pavements and crossings tempt the motorist to drive on tram car tracks. While it is admittedly true that the occasional use of car tracks where road conditions are almost impassable is justified, it is also true that the strain on certain parts of the tire due to continuous running on car tracks will not only quickly wear a depression in the tread rubber, all around the tire, but the sharp bending action and overload on the fabric directly under this depression will produce eventually an inside fabric break.

Running on car tracks is an expensive habit and should be indulged in only in extreme necessity. A barefoot boy appreciates the need of quick attention to his surface cuts and bruises which given temporary protection are self healing. Tire tread cuts are also self healing if promptly treated with heel-a-cut material. If not thus treated the elasticity of the rubber allows the cut to expand under load compression with every turn of the wheel. Dirt, glass, sand and pebbles wear and tear away the rubber until the cut has reached the first layer of the fabric where the foreign material creeps along and piles up between the tread rubber and carcass forming sand lumps.

Most cuts are avoidable and the result of tire contact with sharp edges of railway tracks and crossings, with worn horsehoes, broken glass, wheels spinning on wet pavements and in mud holes, and by skidding the tire by sudden brake application. The remedy is to examine the tires at regular intervals, with the object of removing all penetrating objects such as nails and tacks, to wash out the holes and cuts and close them by properly prepared healing preparations. Investment in tires does not end with the original purchase. To the first payment should be added a relatively much smaller but important care investment.

The use of chains or other anti-skid devices is advisable under certain conditions. While a well designed non-skid tread is, where care in driving is exercised, generally sufficient insurance against slipping on wet pavements and hard surfaced roads, yet there are conditions of ice, mud, or deep snow when chains are a necessity and for such occasions they should be carried as regular equipment.

Anti-skid devices that are stationary on the tire and wheel are the cause of a good deal of the unsatisfactory service rendered by tires. A loose device, particularly one that will creep around the tire, and consequently distribute the strain and wear is much to be preferred. But the best of devices, even though mounted with the greatest care should be used only when and as long as is absolutely necessary.

Aviation Field Goodyear Company Aids Los Angeles In New Undertaking

To stimulate public interest in aerial transportation, the Goodyear Tire and Rubber Company of California, co-operating with the city of Los Angeles, California, has established a municipal aviation field at its new factory in the California city.

Comprising 80 acres, the flying field, loaned by Goodyear to the municipality, has four hangars for the accommodation of airplanes and within the next month an addition of a complete airship hangar will be made. It is the intention of Los Angeles officials to have the coast Wingfoot field open to use by any planes wishing to land to discharge or take on passengers, or in the event that re-fueling is necessary.

Three quarters of a mile long and half a mile wide, the field will offer every facility for safe and easy landings. Although entirely level and composed of hard ground, allowing landings to be made anywhere, a stretch of fine turf 400 feet wide, running across the field, will assure landings and take-offs under ideal conditions. This green diagonal will also help to mark the field, so that it can easily be distinguished by aviators. Painted stripes on one of the 130 foot smoke-stacks of the factory will serve as a further guide to fliers.

The airship hangar will house any dirigible landing at the field, but will especially be used to shelter the new tractor "Pony Blimp" Goodyear has constructed for commercial purposes and which was shown for the first time at San Francisco aero show in April.

Los Angeles officials believe the new Wingfoot field will be widely used by fliers, as there is great activity in aeronautics on the coast. It is probable that fueling facilities and aviation mechanics will be supplied eventually.

8,000 DODGE CARS SOLD IN CALIFORNIA

1921 Total Exceeds That Of
Previous Year By
Over 1,700

San Francisco.—"Over 8,000 Dodge Brothers passenger cars were sold in California during 1921," stated Harold McAllister, advertising manager of the local Dodge Brothers dealers. "This is a gain of more than 1,700 cars over those sold in the state in 1920, which is ample proof of the steadily increasing popularity of Dodge cars with the public."

"According to the official registrations issued by the Automobile Publishing Company of Los Angeles, Dodge Brothers exceeded all other cars of their price or over in passenger car sales in the state in 1921."

"There were also registered over 1,100 Dodge Brothers commercial cars in California in 1921 or almost twice as many as any other truck or commercial car with the exception of the Ford."

"Taking the state by counties, we find Los Angeles county stood first in the number of Dodge cars sold last year. There were 2,583 Dodge cars registered in that county in 1921, of which over half or 1,484 were sold in Los Angeles City. San Francisco county stood second with 1,123 registered, which was only equalled by one other car in this city. Fresno county was third with 585 Dodge cars sold in 1921, or over 24 percent of all the cars registered in that county, with the exception of the Ford. Alameda county stood fourth with 439 Dodge Brothers cars registered, Sacramento county next with 356; then San Diego county with 329 and Santa Clara county with 304. In practically every county, Dodge Brothers showed a substantial increase in sales over 1920, but an even bigger gain is looked for by dealers in 1922, with the new reduced prices in effect."

Essex Coach Shows
New Closed Design

In the new Essex coach, according to officials of the company, a distinct departure has been made from the conventional method of building enclosed cars. Briefly, the simplicity of manufacture which the automobile industry has applied to motors and frames, has now been extended

into the building of bodies.

With this simplified construction, Essex Motors has been able to put on the market a well-finished enclosed car at a very slightly higher price than an open body.

The new body type is not only symmetrical in lines, but that it

is substantially built, and of convenient and adequate size for its five passengers. The pointing, fittings and finish are quite up to standard.

The real idea behind the coach is that Essex Motors believe there are a great number of purchasers who want an enclosed car, but

that up to now they have been unwilling to pay the rather considerable advance in price over the open body types. For urban use the coach has the valuable facility of slipping in and out of small parking spaces, and the quick Essex pick-up is a convenience in eluding traffic jams.

United States Tyres are GOOD Tyres



Royal Cord Tyres

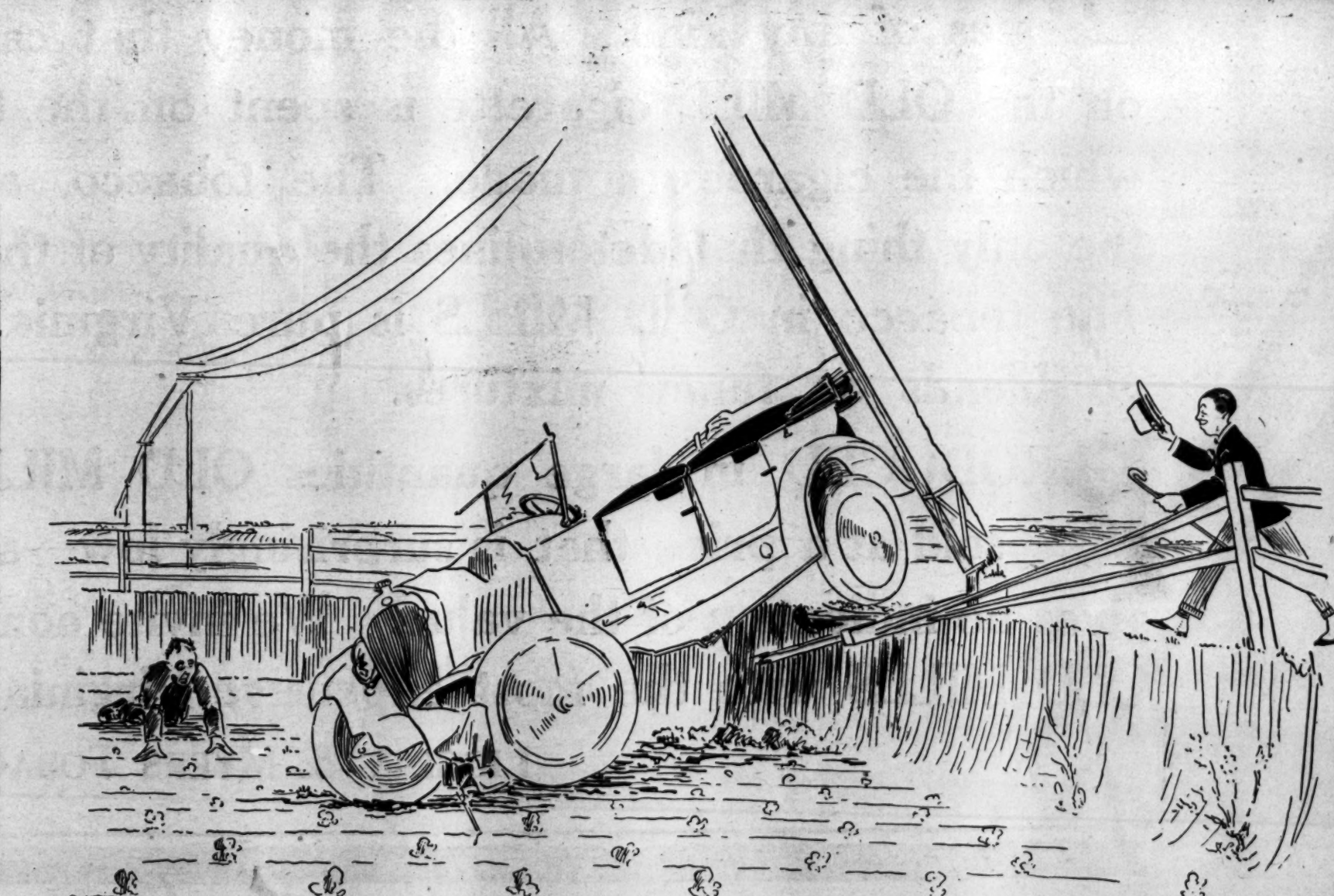
A better tyre—a good tyre—Royal Cord. A tyre that will stay on your motor car for many thousands of miles, and that will, because of its flexible buoyancy, lengthen the life of your motor car.

United States Rubber Export Co. Ltd.

8 CANTON ROAD
Distributors

Shanghai Horse Bazaar and
Motor Co., Ltd.

United States Tyres are GOOD Tyres



**'XS' is good from Pole to Pole
It gets you out of any hole.**

LESS than one year ago OLD MILL cigarettes appeared for the first in the Far East. They were offered for sale here in the confident belief that a cigarette so carefully and honestly made would appeal to the discriminating smokers of the China Coast. The record of increasing sales shows that our confidence in the cigarette was justified.

TO-DAY OLD MILL is one of the leading brands of cigarettes in China. In some ports it is the leading brand. This success has not been due to premium schemes of any kind. All the money that can be spent on the OLD MILL cigarette is spent on the tobacco of which the cigarette is made. The tobacco, after all, is the only thing that determines the quality of the cigarette. The tobacco in OLD MILLS is pure Virginia leaf with no blends or fancy mixtures.

PRODUCED in large quantities OLD MILLS can be sold at a price that is surprisingly low—a price that gives no indication of the value. We invite comparison of OLD MILLS with the most expensive Virginia cigarettes.

LIGGETT & MYERS TOBACCO CO.



China Press Sports



THE CHINA PRESS, SUNDAY, APRIL 9, 1922

PANCHO VILLA, ELINO FLORES SAIL FOR U.S.

Islands' Two Best Small Men Hope To Meet America's Best Scrappers

VILLA IS OUT FOR BUFF

Frank Churchill, Fight Promoter Of Manila Has The Boys In Charge

Manila at last is going to have a real test of the fighting ability of two of its foremost idols of the prize ring, Pancho Villa, bantam and featherweight champion of the Far East, and Elinor Flores, acknowledged as one of the topmost in the lightweight division.

The two boys, guided by Frank Churchill, head of the Olympic Stadium at Manila, passed through Shanghai yesterday on the Admiral line steamer Wenatchee, enroute to the States, where Villa, it is hoped, will get into action against Johnny Buff, bantam and featherweight champion of the world.

The trip, or rather the plans for it, dates back to the days before the Manila Carnival in February, when Churchill was trying to arrange a world's championship match for Manila. A deal was on to bring Johnny Buff out to the Philippines to meet Villa, and Churchill had offered \$350,000 for a bout. Villa's manager countered with a demand for \$435,000, and four round-trip passages but by the time his return offer was received other arrangements had already been made, and the match consequently fell through.

Churchill now has a fairly definite promise that Villa, on his arrival in the States, will be given the opportunity he craves to try to wrest the double crown from Buff's brow, and he is going through on that promise.

Villa, undoubtedly, is the best fighter ever developed in the Philippines. His prowess, unbiased critics assert, exceeds that of the late "Kid" Demico, who bested the cream of the Far East and Australia. He fights at 105 pounds, but is willing to take on anything up to 118 pounds.

Flores has been fighting for several years, and has a splendid record of knock-outs, and decisions. For more than a year he held out undefeated against men of all nationalities. He is well within the lightweight limit.

Churchill's plans are not to stop off on the Pacific Coast unless something exceptional offers itself. "We will go to San Francisco first," he said yesterday, "but I don't intend to tarry there any longer than I have to. My plan is to go right on through to the East and put my boys up against fighters of recognized merit. I believe that I have a pair of winners, men who will class with anything America has to offer. In this way, I shall be able to prove it."

The departure of Churchill with Villa and Flores was made the occasion for a big celebration among the sporting fraternity in Manila. Many banquets were tendered them, and practically every man in the Islands interested in the fighting game voiced his satisfaction at the move, which, it is felt, will definitely establish the class of the Filipino in the ring.

Elec. Dept. Shots Beat Ewo's Men

In the Hong series, an interesting rifle match was fired on Friday evening, team of four men each from Ewo and the Electricity Dept., conditions ten rounds prone, strictly service, with bayonets fixed. The teams very level, scores on both sides proving neck and neck, and an exciting match ended with honors easy. A shoot-off was arranged two rounds per man, which resulted in the department men winning by four points.

A return match has been arranged to take place on Wednesday the 19th under exactly the same conditions.

Electricity Dept.		shoot off	
Snapp	33	8	
Conley	36	7	
Olson	33	6	
Libert	33	6	
140		27	
Ewo		shoot off	
Lambert	37	6	
Geddes	35	6	
Macdonald	34	5	
Macdonald	34	6	
140		23	

SPORT AND STAGE BY DOMINO

(Today the whole Settlement unites in congratulating Sir Edward Pearce, on the well deserved honor bestowed upon him. Today is the new knight's birthday. For sixty years he has travelled the Road of Life.)

Greetings, Sir Knight! sixty years today you've lived, and gained esteem from high and low. You've stood the test of time and not been found wanting. You've played the game not for yourself but for your side that it might win the fray. You've never spared yourself in our behalf. But daily gave limping dog a hand. A cheery word, a smile, a friendly grip. That put new life into the downcast heart. You've been a worthy son of England's Realm. Brought increased lustre to your country's name. Today we greet you as Sir Knight, and we're Was honor more deserved. Sir Edward Pearce. We all unite in our delight to greet you—Gentleman! Freeman! Legion of Honor! Shanghai's Pride! England's Son! and—Sir Knight.

THE SKIN GAME
The Amateur Dramatic Club, now that it has bidden an revoir to The Three Twins, is busy with a new production. On Thursday, April 27—A.R.W.—which being interpreted means "All being well." Galsworthy's "The Skin Game" will be staged.

I have heard all sorts of comments about this play. To put things into a nutshell they come to this: "The Skin Game" is one of the very best plays I saw in London recently—but-but-but-but!

But—it is a bit too difficult for amateurs. I don't agree with this at all. Our local amateurs may not play or produce "The Skin Game" as well as they did in London, for obvious reasons, but why not have a try and tackle something really good. To quote Shakespeare "If we fall, we fall, but screw your courage to the sticking point and we will not fall."

Well, I knew I should have to write something about this show for today and so, having found out from one of our contemporaries that it was being produced by a fellow called Graham Barrow. I looked up the long list to see where he hung out, and called upon him. He's one of those schoolmaster chaplains, and I suppose he was busy teaching the youth how to live happily later on, anyhow I couldn't see him until next morning. I had a look at him while he was trying, with the help of a small mirror and a

used Gillette blade, to remove all traces of "the sere and yellow leaf" stage at which he fears he has arrived.

I asked him if he would give me some idea about this "Skin Game" that the amateurs were putting on. He looked at me more in sorrow than in anger, and said "Give it a rest." He asked me to have breakfast with him—Lloyd George ask folk to do, but a little differently of course—and after the solitary egg had been disposed of took a green book out of his pocket and said "This is 'The Skin Game'."

"What is the plot all about," I asked. "Well, there's lots of plot in it. If it is only put over well, it should be a real thrill—not a thriller—from beginning to end. It has to do with one of the after-the-war problems. There is the typical country gentleman, with his tenants, his beautifully kept grounds, his pride in his ancestry—and there is also the very 'new' man who during the war made his money somehow or other.

"If old wine won't go into new bottles neither will old wine mix well with new, and so there isn't any calling between the two families."

"This very much annoys the 'new' man and he begins buying up the whole of the country, and does his darndest to get the silt out of the aristocrat's windows so that the smoke from them will penetrate 'your windies'."

"There is a big auction scene. The 'new man' gets what he wants and then loses his opportunity."

"How does he lose his opportunity?" I asked. "That, old chap, is for the play to tell," was the answer.

When I pleaded for a word or two about the cast, Mr. Producer set up and became quite enthusiastic. He just talked and talked about them. He said they were a crowd of folk that would work all night if they were asked. He rambled on about Mr. This and Mrs. or Miss That until I became positively dizzy. As far as my shorthand notes go here is what the fellow said:

"Let me give you the names of the cast as they appear in the book and against them the people who are portraying them: Hillier... Mr. A. B. Puddecombe. Amy... Mrs. H. Y. Irvine. Jill... Miss Catherine Matland. Dawker... Mr. L. L. Lennard. Hornblower... Mr. L. H. Rawson. Charles... Mr. W. J. Dexter. Chloe... Mrs. Worcester. Rolf... Mr. S. H. McMurray. Fellows... Mr. Western. Anna... Mrs. Bruce Lockhart."

(Continued on Page 2)

HOCKEY ELEVEN SHOWS STRENGTH AGAINST POLICE

The selected Shanghai Interport hockey team, which will leave Thursday for Tientsin to play the eleven of that city and a combined team representing North China, scored an easy win over a combined Police team yesterday afternoon on the Polo Grounds, by a score of 6-0. The Interports, and the Police too, forced the pace as fast as possible for a turf field, in an attempt to prepare the big team for the fast hard mud grounds of Tientsin and the great speed customary in the North. The result was that the final trial of the eleven was one of the fastest tests ever seen in Shanghai.

Remedios was the star in scoring, for the selected eleven. He counted half of his side's total score. Encarnacion, Morgan and Oliveira each contributed other scores for the total of six. The police team, which was composed half of Silks and half of Europeans played well, but were outclassed at every stage of the game.

The big team which will defend Shanghai's hockey prestige against the North showed fine combination, speed and individual class. Their opponents after the game yesterday said that they represent the best hockey talent in the city, and that they should walk away with every trophy that Tientsin and the rest of North China has to offer in competition.

The team consists of J. P. Jones, goal; Cobb and Colliaco, backs; Faers, Harvier and Tegetmeier, half backs; Remedios, Encarnacion, Morgan, Oliveira, Leitao, forwards, and Healey, reserve. Healey played yesterday for Tegetmeier, who is now in Tientsin awaiting the Shanghai team's arrival, when he

MARITIME CO. MARKSMEN WIN OVER MEN OF BEE

The Maritime company, S.V.C. won a friendly shooting competition yesterday morning on the Rifle Range over marksmen from the British warship Bee. There were eight men to the side. The shooting was at 300 and 500 yards, service rifles. The Shanghai men won by 35 points. The weather was dull and threatening with bad light prevailing.

The scores follow:					
H. M. S. Bee	300	500	Total		
Lieut. Sheppard	23	29	52		
P. O. W. G. Wait	30	35	65		
W. Glegg	22	24	46		
F. Hogburn	18	25	43		
J. Priddle	21	20	41		
P. McCarthy	19	20	39		
Lieut. Lees	23	8	31		
P. O. Pike	11	2	13		
Grand Total		325			

The Maritime Co. S.V.C.					
Sgt. Reeves	30	30	60		
Cpl. Jensen	30	28	58		
C.S.M. Tobias	28	28	56		
Lieut. Snape	30	26	56		
Gunner Kennedy	27	21	48		
Sgt. Gardiner	9	27	36		
Gunner Ewbank	21	13	34		
Sgt. Mellison	15	0	15		
Grand Total		363			

will take his regular place on the eleven. The Interport team leaves Shanghai Thursday next. It meets Tientsin on Saturday next, and the North China eleven, composed of the best of Tientsin and Peking, both civilian, Army and Marines on Monday, leaving for home on Tuesday, April 13.

PONY PILGRIM WITH DALLAS RIDING CUTS OWN RECORD

Mark For Nine Furlongs On Shanghai Course Is Now 2:22

THRILLS STAGED

Exceptional Program Of Events Given Despite Cold

Raw cold weather with more than a hint of wintry chill in the air had some little effect on the size of the crowd that attended the third extra race meeting on the Shanghai course yesterday, but a program of the first quality was provided as is evidenced by the fact that one track record was lowered and in another race the finish was within a fifth of a second of a track record.

The new mark made was for the distance of nine furlongs and the achievement was scored by Mr. A. N. Dallas on the pony Pilgrim in The Perth Cup, which was the final event of the day. In a wonderful finish Pilgrim, a short head in the lead of Adonis, ridden by Mr. Hitch, and less than a length ahead of Tommy Lead, ridden to third place by Mr. Heard, scored the new mark of 2:22 for the distance. In doing this Pilgrim lowered its own record of 2:23 2/5 which the pony set October 4, 1920 at the Shanghai course.

In the sixth race Messrs. Spurr and Hickling's Zaandam, ridden by Mr. A. N. Dallas, finished the course of five furlongs in the time of 1:12 4/5. Just a fifth of a second over the track record which was set by Jet in the Spring of 1920.

THRILLS PROVIDED

The Stirling Handicap Hurdle Race was the opening event of the day and this was won handsily by Mr. Henry Morris, headily with Mr. Harper riding. In the Ayr Handicap Steeplechase, the second race, an unlooked for feature that held the crowd's interest was provided when the Bandit, ridden by Mr. Debrabant, ran away and circled the course time after time, before it could be stopped. Even after the race had been run the Bandit was still out of control and running wild. Another thrill was provided in this race when Liability, his favorite, went down in the back stretch.

Mr. Boyd, who was riding the pony remounted and continued the contest, but the pony was dismounted by the accident. The race was won by Medina-Sidonia, ridden by Mr. Springfield with The Prelate, ridden by Mr. Elliott in second place and Wee Mac, ridden by Mr. Greig third.

Another runaway developed at the start of the Glasgow Handicap when Typhoon ridden by Mr. Harper broke out of control and circled the track. The pony returning to the starting point was able to get away with the field, but did not place. Starland, ridden by Mr. A. N. Dallas won the race.

Dividend payments through the day held to low levels. The largest payment was on Barometer, ridden by Mr. Hulthén, in the fifth race. This amounted to \$62.50. Starland in winning the eighth race paid a dividend of \$47.00.

THE SUMMARIES

1.—The Stirling Handicap Hurdle Race.—A Handicap Hurdle Race for China Ponies.—Seven furlongs.

Henry Morris' grey Seafield, Harper..... 153-1
F. S. Gibbins' dun Silvaplana, Greig..... 154-2

Henry Morris' grey Finchfield, Morris..... 158-3
Also ran: Tivoli (Hulthén); Northern Star (Springfield); Harvestland, (Hayes); Harefield, (Heard); Maconachie (F. A. Pollock).

Won by three lengths, a length and a half. Time: 1:55 3/5. Parimutuel, for win \$18.40. For place, \$7.00, \$21.30, and \$7.20. Members Cash Sweep: First pony ticket, 155, second 346, third, 255. Unplaced, 118, 164, 194, 325, 181.

2.—The Ayr Handicap Steeplechase.—A Handicap Steeplechase for China Ponies.—Over Morris' Water Jump, Twice Round and In.

H. Harlow's grey Medina-Sidonia, Springfield..... 159-1
Belth and Dalgarno's black The Prelate, Elliott..... 157-2

(Continued on Page 1)

William, Robert And Donald Hykes Stars Of Cathedral School Meet



Left to right: William, Robert and Donald Hykes, members of the prize-winning family trio, who showed such excellent form in the Cathedral School sports on April 1. Below, Mr. E. P. Graham-Barrow, headmaster of the school, who is responsible for developing the boys (from a snapshot taken on the athletic field by Mr. A. E. C. Hindson, well-known Shanghai amateur photographer.)

Hykes Bro's. At Cathedral School Meet Set New Marks

Robert Did 100-Yards In 11 1/5 On Turf, And All Three Place Often

Running one hundred yards on a turf track in 11 1/5 seconds is something of an achievement. But when the runner is only fourteen years old, it is even more of a feat. It is even more of a feat when the runner is a member of the Cathedral School, who established this fine mark at the Cathedral School sports a week ago yesterday, thereby running away with the 100-yard dash event completely.

Robert's performance was no fluke. He proved it by taking second in the Team Relay Race (220 yards), and third in the Hurdle Race. In the 1921 Sports Meeting, he also took first prize in the 100 yard for boys 14 years and under, and second in the Team Relay race, and in 1920 he was first in the Long Jump, first in the Four-Legged race, and third in the High Jump.

Robert is the oldest of three brothers each of whom has established himself as a star of the first magnitude in Shanghai's junior amateur athletics. All three boys are fine swimmers, and Robert has the makings of a great golfer. Many times, recently, he has travelled around the Race Course links in 42.

Donald M. Hykes, who celebrated his eleventh birthday on December 11 last, came through with three firsts, a second and a third in the events of a week ago. He was first in the 100 yard race for boys 12 years and under, first in the Team Relay race (220 yards), and first in the 220 yard handicap. In the three-legged race he came to the mark second, and in the 100 yard race for boys 14 years and under, third. At the 1921 sports meeting, Donald ran first in the 100 yard race for boys 12 years and under, and first in the Team Relay race (220 yards).

William Hykes, who was ten years old March 30, is the youngest of the trio. His record at the meet this year includes second in the 100 yard race for boys 12 years and under, second in the 220 yard handicap, and second in the team relay race (220 yards). Last year he won first in the 100 yard race for boys 12 years and under, second in the 220 yard handicap, and third in the team relay race (220 yards).

All three of the boys have had their athletic training supervised by Mr. E. P. Graham-Barrow, headmaster of the Cathedral School for Boys.

They all look good when they're far away, as Goldman used to say, meaning ball-players and other folk; and they all look bad even when they're close up, as Mal Maloney said yesterday afternoon after he tried to knock down a few grounders. Mal meant those ordinary grass clippers, and Goldman might have meant the record gang of candidates for 1922's baseball teams.

The twenty-five or more new men who are working out for the season's teams all look good at a mere single "O," but when they got close to bouncing balls everything looked otherwise. Yesterday's practice was a typical first-of-the-season workout.

The men on the whole however showed better promise than any squad of players that has ever tried out for baseball in Shanghai, and prospects for a season of two or three years are bright.

FOOTBALL CLUB BEATS NAVY IN ONE-SIDED GAME

Club's Defense Holds Sailors To Zero While Strong Attack Scores

SCORE WAS 8 TO NIL

Coulcher, Clifford, Goldman Score; Daily And Leach Shone

Football is finished from the spectators' point of view and this was shown by the small attendance to see the Club beat the Navy yesterday, 8-0.

The absentees certainly did not miss very much in the way of football, the teams were too unevenly balanced.

Starting with the wind the Club took charge, Coulcher finishing a movement by putting over, midfield play followed and a run by the Navy looked promising till Harkins shot, wide.

Then the late Alec Leslie made his appearance and went down the left forcing a corner which he took beautifully having a second chance from the save—this produced another good one, Coulcher heading in but the goalies had them both marked.

A moment afterwards, Goldman took a pass from Isherwood and shot, and Clifford running in, caught the clearance, netting the first for the Club.

The Navy pressed apasmodically, and had Leach in difficulties once with a slow dropping shot which hugged the bar, but they were slow and he had time to clear. Coulcher and Leslie were mixing things up, on the left, the former breaking away a lot and giving the Navy goals plenty of practice, but he had most of the shots marked down safely. The Navy looked like equalising from a long shot by their center-half, he put in a rising drive which took Leach all he knew to deflect over, and the resulting corner was useless.

CLUB ADD THREE
Then towards the end of the half, the Club got busy. Clifford had a dribble and put Coulcher in a good position; he ran through, and when the goalies came out, tapped it neatly past him. The third goal fell to Coulcher also, he sent in a low drive from well out, which flashed into the corner of the net, giving Williams no earthly chance.

Leslie should have had the next goal, he waited through the defence and found himself on the right wing, but Goldman fancied a goal also, and taking the ball from Leslie, scored the fourth and last goal in the first half.

The second half produced more pressure from the Navy, but not much else. The wind helped them but they lost out in front of goal. Early on Carter sent in a fine pass putting Harkins in a perfect position but he drove wide, and shot after went over by outside. Dickenson nearly scored with a screw shot over his head which fell just by the upright and Leach had to move smartly to get there in time.

A miskick by one of the Navy backs gave Goldman a chance which he utilised running through and finishing with a fine ground drive in good style. A free kick for hands brought the Navy nearer to scoring than anything else, a fine long shot but Leach beaten but Tonkin interfered and headed over.

DAILY DOES GOOD WORK
The Club's last goal came from Daily who was playing fine football, this half he raced down and put a perfect center across which Clifford smartly put into the net. The Navy kept working, but their luck was out, several times Harkins had chances in the center but waited too long.

Dickenson nearly scored more than once both with head and feet. Leach had to fast out several efforts, but the corners he conceded were all wasted. Several demerit rushes by the Club looked dangerous but no further score occurred and they won somewhat easily by 8-0.

For the Navy, the center and left halves were perhaps the pick of the defence and Dickenson easily the best forward.

For the Club, the whole defence was sound and too quick for the Navy forwards. Coulcher was the Star forward, and was playing steady football. Daily was stronger and looks like getting back to his old form.

Baseball Fans Are Signing Up For New Season

More than two hundred baseball fans already have signed up as supporting members of the club, and every mail is bringing in more of the old time members' new subscriptions. Secretary Jack Smith yesterday announced that prospects were favorable for exceeding last year's membership, yet he gave out that checks were not coming in as fast as expected. Should the 650 members of last year not kick in with their ten bucks for the new season within the next few days, he threatens to get after them per cent system as per last year. There are many ardent fans in town careless about bothering with a little matter of ten dollars and these men are holding the membership drive back. Smith, however, is aiming at a thousand membership mark this year, and if prospective baseball fans don't send in their bit, they will have shroofs on their trail up until the time the stands are up and membership tickets are demanded for entrance.

BASEBALL MEN IN SECOND DRILL SHOW GOOD FORM

They all look good when they're far away, as Goldman used to say, meaning ball-players and other folk; and they all look bad even when they're close up, as Mal Maloney said yesterday afternoon after he tried to knock down a few grounders. Mal meant those ordinary grass clippers, and Goldman might have meant the record gang of candidates for 1922's baseball teams.

The twenty-five or more new men who are working out for the season's teams all look good at a mere single "O," but when they got close to bouncing balls everything looked otherwise. Yesterday's practice was a typical first-of-the-season workout.

The men on the whole however showed better promise than any squad of players that has ever tried out for baseball in Shanghai, and prospects for a season of two or three years are bright.

(Continued on Page 2)

PONY PILGRIM CUTS OWN RECORD

(Continued from Page 1)

J. P. Macgregor's black Wee
Mac, Greig 148-3
Also ran: LADYBIRD (Boy):
Flicker (Sokoloff); Lone Star (P. A. Pollock); The Brigand (Hulthen); The Bandit, late St. Panerats (Debrabant).
Parimutuel: For win, \$16.10; for place, \$7.40, \$3.20, and \$1.50.
Members' Cash Sweep: First pony ticket, 183, second, 21, third, 130. Unplaced, 259, 189, 71, 110, 307.

5.—The Dundee Plate. For China Ponies that started in a flat Race at either the 1st or 2nd Extra Race Meetings, 1932, and that have not won a Race of 1/4 mile or under since 1st January, 1932.—Half a mile.

Fay and Seth's grey Christ-mas Gift, Heard 149-1
C. and H. White's piebald Victoria, Knoll 144-2
Winsome and Hasty's grey The Heron, Hill 158-3
Also ran: Greyhound, (Harper); Beacheroff (Liddell); The Dancing Bird (J. K. Brand); Merryfield (Springfield); Silver Idiot (A. N. Dallas).

Won by two lengths, a length and a half. Time: 57.1-5.

Parimutuel: For win \$16.90; for place \$7.30, \$3.50, and \$1.90.
Members' Cash Sweep: First pony ticket, 255, second, 274; third, 425. Unplaced, 306, 506, 187, 461, and 296.

4.—The Edinburgh Handicap.—A handicap for China ponies that have started in at least two flat races since January 1, 1932—1 mile and a half.

Capt. Bannan's cream Goldboro, Hill 156-1
Comet's chestnut Crowborough, Springfield 154-2
Densum's grey Lunario, A. N. Dallas 154-3
Also ran: Nelson, (Burkitt); Rouble (Knoll); Glibert (Zellen-sky); Seabird (Brand); Lichfield (Morris); Barrhill (Heard).
Parimutuel: For win \$18.10; for place, \$9.30, \$15.50, and \$11.50.
Members' Cash Sweep: First pony ticket, 636; second, 44 third, 514.
Unplaced, 45, 174, 347, 196, 292, 557.

5.—The Dumfries Stakes.—All Classic winners barred. Also winners of more than Three flat Races since 1st January, 1932.—One mile and a quarter.

Olga's bay Barometer, Hulthen 156-1
Jerome's bay Soesaplana, Waulwimmer 156-2
William McBain's grey Full House, late Closing Time, Bauld 147-3
Also ran: Tangiers (Greig); Weybridge, (Liddell); Wild Willam, (Hill); Henry VIII, (Moon); Night Raider, (Harper); Northern Star, (Springfield); The Kingfisher, (Schwetter); The Joy Bird, (Brand).
Won by a neck, short head. Time: 2:42.5-5.

Parimutuel: For win, \$62.50; for place 1st \$14.40, 2nd \$9.90, and 3rd \$5.20.

Members' Sweep: 1st pony ticket 234, 2nd \$55, 3rd 126. Unplaced—473, 45, 264, 147, 64, 579, 518 and 29.

6.—The Lanark Selling Race.—For all China Ponies.—Five furlongs.

Spunt and Hickling's grey Zandam, A. N. Dallas 146-1
Mrs. C. R. Burkitt's grey The King, Hill 156-2
Toes's grey Oxus, Bauld 140-3
Also ran: Grand Slam (White); Conqueror Dahlia, (Knoll); Wild Night, (Knight); Greyhound, (Harper); Kishima, (Sokoloff); Le Goulet, (De Brabant); Fifteen Centa, (Zellen-sky); The Dark Bird, (Brand); Strathfarrar, (Springfield); Christmas Toy, (Heard); Goodland, (R. S. Dallas); Labana, (Hulthen); Wai-ki-ki, (Greig); Moonlighter, (Moon); Golden Tassel, (Minor).
Won by 2 lengths, a neck. Time: 1:12.4-5.

Parimutuel: For win, \$13.30; for place 1st \$6.40, 2nd \$7.50, and 3rd \$23.50.

Members' Sweep: 1st pony ticket 229, 2nd 183, 3rd 43. Unplaced—621, 654, 475, 346, 91, 83, 295, 73, 227, 614, 310, 561, 76, 298 and 441.

7.—The Glasgow Handicap, A. Class.—A handicap for China Ponies.—One mile.

C. G. S. Mackie and G. H. Wright's black Jet, A. N. Dallas 156-1
Mrs. Wm. McBain's dun Kewick, Hill 152-3
C. and H. White's piebald St. Pauls, Bauld 143-3
Also ran: Kempton, (Spring-

St. John's Basketball Team, East China Intercollegiate Champs For 1932



In seven tournament games and three friendly matches during the last season St. John's lost but one, and that was retrieved in the final for the collegiate title by a clean win 25-18 over Shanghai Baptist College. St. John's has beaten every college and university of note in East China, and in friendly matches won over the

strong five from the U. S. S. Wilmington, and the American School five of the Foreign League. The team finished the intercollegiate league tied with Soochow and Shanghai Baptist College for first position, and won out in the three cornered play-off.

The men in the picture are:

Front row:—C. T. Zang, C. F. follows:

E. C. I. A. A. Games	
March 13. St. John's	60
March 18. St. John's	64
March 20. St. John's	38
March 22. St. John's	23
March 25. St. John's	37
March 30. St. John's	43
April 5. St. John's	25
Total scored by S. J.	280
St. John's	27
St. John's	32
St. John's	27
Total scored by S. J.	86

field; Blazing Corn, (O. R. Burkitt); The Baby Bird, (Brand). Won by 1 1/4 lengths, 1 1/4 lengths. Time: 2:03.4-5.

Parimutuel: For win, \$12.70; for place 1st \$6.50, 2nd \$3.50, and 3rd \$12.80.

Members' Sweep: 1st pony ticket 102, 2nd 252, 3rd 451. Unplaced—440, 300 and 242.

8.—The Glasgow Handicap, B. Class.—A handicap for China Ponies. Lowest Weight, not less than 140 lbs.—One mile.

Day's grey Starland, A. N. Dallas 145-1
N. L. Spark and D. Brand's bay Wild West, Heard 154-2
W. Lent's grey Blindie, Bauld 152-3
Also ran: Typhoon, (Harper); Eastern Morn, (Knight); Sir John, (Knoll); Carlington, (Liddell); Just-for-Luck, late Redskin, (Sleep); St. Lawrence, (White); Last Call III, (Sokoloff); Cape Horn, (Hulthen); The Wise Bird, (C. R. Burkitt); Lightning Raider (Greig); Larceny, (Morris); Free-and-Easy, (Brand); Guise, (Moon); Tynle, (Springfield).
Won by 4 lengths, 1 1/4 lengths. Time: 2:08.2-5.

Parimutuel: For win, \$47.00; for place 1st \$16.40, 2nd \$11.10, and 3rd \$17.80.

Members' Sweep: 1st pony ticket 758, 2nd 312, 3rd 271. Unplaced—194, 438, 65, 75, 327, 703, 567, 600, 528, 82, 76, 59, 424 and 707.

9.—The Perth Cup.—For China ponies that have started in any event at this Club's Extra Race Meetings, 1932, and that have not won at same.—Nine furlongs.

Nugget's bay Pilgrim, A. N. Dallas 155-1
Hollan's grey Adonis, late Lynmouth, Hitch 155-2
Fay and Seth's grey Tommy Lad, Heard 154-3
Also ran: Bayeroff, (Liddell); Dolwar, (Bauld); Rio Negro, (Sleep); Apollo, late Kalamazoo, (Schwetter); The Copper Bird, (J. K. Brand); Astral, (Springfield); Gulfand, (Knoll); Mon Homme, (Hulthen); Mountebank, (R. S. Dallas).

Won by a short head, 3/4 length. Time: 2:22.

Parimutuel: For win, \$16.50; for place 1st \$6.40, 2nd \$13.10, and 3rd \$6.50.

Members' Sweep: 1st pony ticket 703, 2nd 670, 3rd 260. Unplaced—412, 393, 534, 227, 514, 71, 564, 462 and 406.

Benny Leonard No Longer Is Ruler Of Lightweights

BY JAMES J. CORRETT

Benny Leonard can be a mighty busy little champion from now on—if he cares to be. For the king of lightweights no longer seems to outclass so hopelessly all opposition in the 128-pound class.

Leonard doesn't seem quite so wonderful as he was two seasons ago. Added years, lack of real activity and the rush forward of many of his foemen are the reasons.

When Leonard failed to put away Rocky Kansas in the Garden he lost considerable prestige. And he lost a whole lot more by his work in the first eight rounds, for, up to the start of the ninth, the awkward, swinging Buffalo boy really had the edge on him.

It's reckoned that if so clumsy a puncher can consistently break through Leonard's guard and can shade him for half a fight, then better and snappier punchers can prove to be mighty dangerous rivals.

Low Tondier remains as the most formidable looking foe of Leonard. The southpaw hasn't been going on well of late as he did earlier in his career, but just the same he can sock, he can take it, he's fast and clever and might spring a big surprise if loosed into the same ring with the champion.

ANALYSING BENNY'S FOES more in life than a second crack at the title. Few lightweights in the game can hit with the power of the Chicagoan. His left hook carries a sleep powder in it. He's dangerous every minute of the time he's in any ring and would have a chance against Leonard on present form.

Johnny Dundee, who has fought Leonard eight or nine times, begs for another shot. Johnny thinks he's a bit better than he ever was—and that Leonard is not quite so good. All of which makes Johnny feel that in a fifteen-round fight he could mess up Leonard enough to gallop off with the lightweight championship of the world.

Silv Friedman, of Chicago, a rough, tough warrior, might give Leonard a lot of trouble. Friedman showed up surprisingly well in one of his battles with Tondier, and in all his other ring efforts has demonstrated a certain amount of power in hitting strength and to taking punishment.

CHANCE FOR CHALLENGERS There are a dozen other ringmen—Eddie Fitzsimmons, Jimmy Hanlon and the like—who might make it rather interesting for Leonard right now. A year ago they couldn't have been mentioned in the same breath as the kingpin fighter of the 128-pounders. But, taking a line on Leonard's fight against Kansas, any one of those mentioned would have a chance.

For Leonard wasn't hitting

Sport And Stage

The Jacksons... Mrs. L. H. Hawpon. An Auctioneer... Mr. Bert Storme. A Solicitor.

Two Strangers.
"Now let me take them in the same order and tell you something about them. There is Pud-

dicombe; he is a nice looking chap with an excellent voice. He likes the part and shows it. He hasn't been seen in local theatrical circles before but at Canton he did big things, and before falling to the "Call of the East" he was a playing member of some of the best of our London clubs. I think playgoers will like him.

Mrs. H. Yorks Irvine is another player new to the Lyceum as an excellent story-teller. Quite recently she made a distinct hit at the B. W. A. concert. The lady is Irish and has all the gifts that are associated with that well known country. As Mrs. H. Irvine this clever player will do well. She has had a good deal of experience both in England and Ireland.

"Jill" is a delight already. She brings beauty, a fine voice, a charming manner and—
"By the way," I asked, "who is 'Jill'?"

"Oh, I thought I had described her. She's Miss Kathleen Maltland. You know, the dainty 'title actress who played so well in 'Belinda'. She has a fine part, 'Dawker' isn't a very nice sort of fellow. I picked Leonard for the part. He is doing very well with it too. What? Oh! I said 'Dawker' was not a nice sort of fellow. Leonard is quite nice and much bigger than I am.

"Rawson has a tremendous amount to do. I shouldn't be surprised if it isn't the most powerful part he has attempted in a long list of portrayals. His 'Hornblower' can't go far wrong.

He brings any amount of experience to his work and he is a jolly nice chap to work with.

"Dexter has been seen in the Lyceum before, but not on the stage. He has confined his attention to the musical side of the show and done the stick vaxing. This time, however, he will have something to say, and ought to do it quite nicely. If he is anything as like successful as an actor as he was in 'Twelfth Night' as a conductor I shall feel very happy about my 'Charles'.

"The next player on the list really needs no introduction. Everyone who has the slightest knowledge of local players knows the name of Mrs. Worcester and associates with it—charm, cleverness, fine technique, sincerity and versatility. Her last portrayal at the Lyceum was that of 'Belinda'. This time she will essay 'Chloe', which is entirely different.

"You have seen McMurray before in 'The Three Twins'. He fits the part of 'Rolf' like the glove so often talked about. 'Jack' Weston has a nice little part in 'Charles' and when he gets through with it the audience will probably wish it were bigger. Mrs. Bruce Lockhart is to be seen in a small part but it won't be long before this competent actress will be doing much more ambitious work.

"Last, but not by any means least is Mrs. Rawson. As 'Mrs. Jackman' she fills in one of the finest little character studies that one could wish to see. I look forward to seeing this article, at no distant date, playing a leading role.

"When I said last, but not forgotten, that there were certain other parts to be filled. Well, finally and 'the absolute in conclusion' I have promises from both Schlobohm and Bert Storme to turn up tomorrow to carry on 'The Skin Game' to, I hope, success."

Tennis Men Laud Steel Racquets Invented By Larned

The new steel-framed tennis racket, invented by William A. Larned, former champion, received its first test in tournament play in the matches of the Brooklyn between the Longwood Cricket Club and the Heights Casino.

Both Watson Washburn and Dean Mathey of Heights lauded them. They give every appearance of being a practical weapon. Washburn testified that they are susceptible to quicker manipulation than the racquets of wooden frame. Besides that, they will appeal to many players through their greater durability.

According to Washburn, not only the frame itself, but the rut is likely to last longer than in the case of the traditional bat, and, of course, there can never be a question of warping. Although Washburn and Mathey wielded their new bats in a losing cause, they manipulated them with exceedingly agility.

Have You A Home?

You need 'XS' Policies to insure its contents against:—A. Fire

B. Theft, Earthquake, Typhoon, Flood, Burst Water Pipes, Riots and Civil Commotion.

C.E. SPARKE Insurance Office
44 Kiangse Road
Agents:—Excess Insurance Co., Ltd.

Ye Smokers "Have a CAPSTAN"



A packet of 20 will make more friends—Just say

"Have a CAPSTAN" and watch the smiles.

It is the old reliable brand Made in England.

20 cigarettes in the well known round packet.

British-American Tobacco Co. (China) Ltd.
Distributors

Baseball Men In Second Drill Show Good Form

(Continued from Page 1)

more teams was better than ever before. There were infielders, outfielders and battermen galore, and they all showed class enough to hold their places on the lists.

Wynn, who has been touted as the only man in town likely to relieve Merrill, last year's star twirler, was out. He threw some, and while he didn't extend himself to the point of soreness, he showed sufficient box form to be retained on the pay roll for the present at least. He also shaped up like another right-handed Merrill in the bat so that if early season signs hold good, Shanghai will not have lost anything by the clever sailor's departure.

Church, who insists upon being a second baseman, also hurled some for anxious batters and showed signs of being able to step into the box in a real game. He is a southpaw with a wind-up, some speed and many other indications. He might be worked into a moundman if needed.

Other new men who showed promise were Howland, an inholder, Brown who said he was willing to work anywhere, Holliday, a second sacker, and Snyder and Camern, outfielders. The latter is a police cricketer, footballer and all-round sportsman. He grabbed off some flies bare handed and blocked a few off into the slips and showed good

baseball promise. Aside from these men, the gang that practiced Friday were present: Brittan, Olsen, Phillips, Payton, Miceta, Robertson, Swinehart, Jenkins, Woods and Hubbard. Tuck, Hirsch, Wall and Wilhelm failed to show.

Of the old timers Bill Hopkins, S. F. Smith and Pomer were absent, but Maloney, Gallop and Griffith were on the job. There are still wanting Dennison, Arlt, Hendrickson, Pruitt and Irie, to make the squad complete.

The practice was easy yesterday. Everyone was trying merely to learn again how to judge or bat a ball, and they succeeded fairly well. Batting practice showed to best advantage with griffins and old timers alike driving the ball into the swimming bath at random. Arm work was confined to easy, nursing going.

The same kind of drill will be gone through again this morning at 10 o'clock. All ball players and pretenders are invited out.

VIDA SCORES AT HONGKONG

Mr. Frank Vida, veteran race rider, is giving an unusually good account of himself at the Prince's Meeting at Hongkong, according to a message that was received here yesterday. According to this Mr. Vida scored three victories and gained place in four other races on Friday.

MARTIN'S APOLLO STEEL PILLS

A French Remedy for all Irritations of the Urinary System. It is the best in the world for the treatment of all cases of Urinary Irritation. It is a French Remedy for all Irritations of the Urinary System. It is the best in the world for the treatment of all cases of Urinary Irritation.



THESE RACKETS



ARE UNSURPASSED IN QUALITY!

Spalding's Autograph Bancroft's Winner Lee's Maxim Wilson's Superstroke Penn Handmade Tennis Balls

SEE OUR RACKETS BEFORE BUYING
SQUIRES BINGHAM CO.
STORE OF QUALITY

Refraction and Manufacturing
Dr. John Goddard Optician
Fork Lenses
Invaluable Bifocals
Sun Glasses in Various Shades
W. T. Findley, M.D.
36 Nanking Road, Tel. 1928

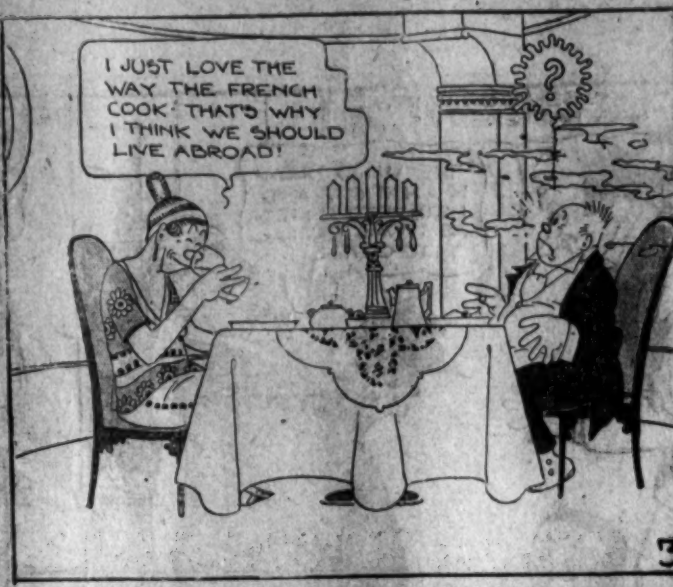
DINTY MOORE

CORNER BEEF AND CABBAGE TODAY

TELL MRS. JIGGS I'VE GOT A LOT OF WORK TO DO - SO I WON'T BE HOME TO DINNER!

See BARNEY GOOGLE and HIS SWEET WOMAN Every Day In THE EVENING STAR.

Bringing Up Father





Little Jimmy

